



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

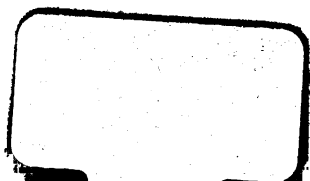
Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

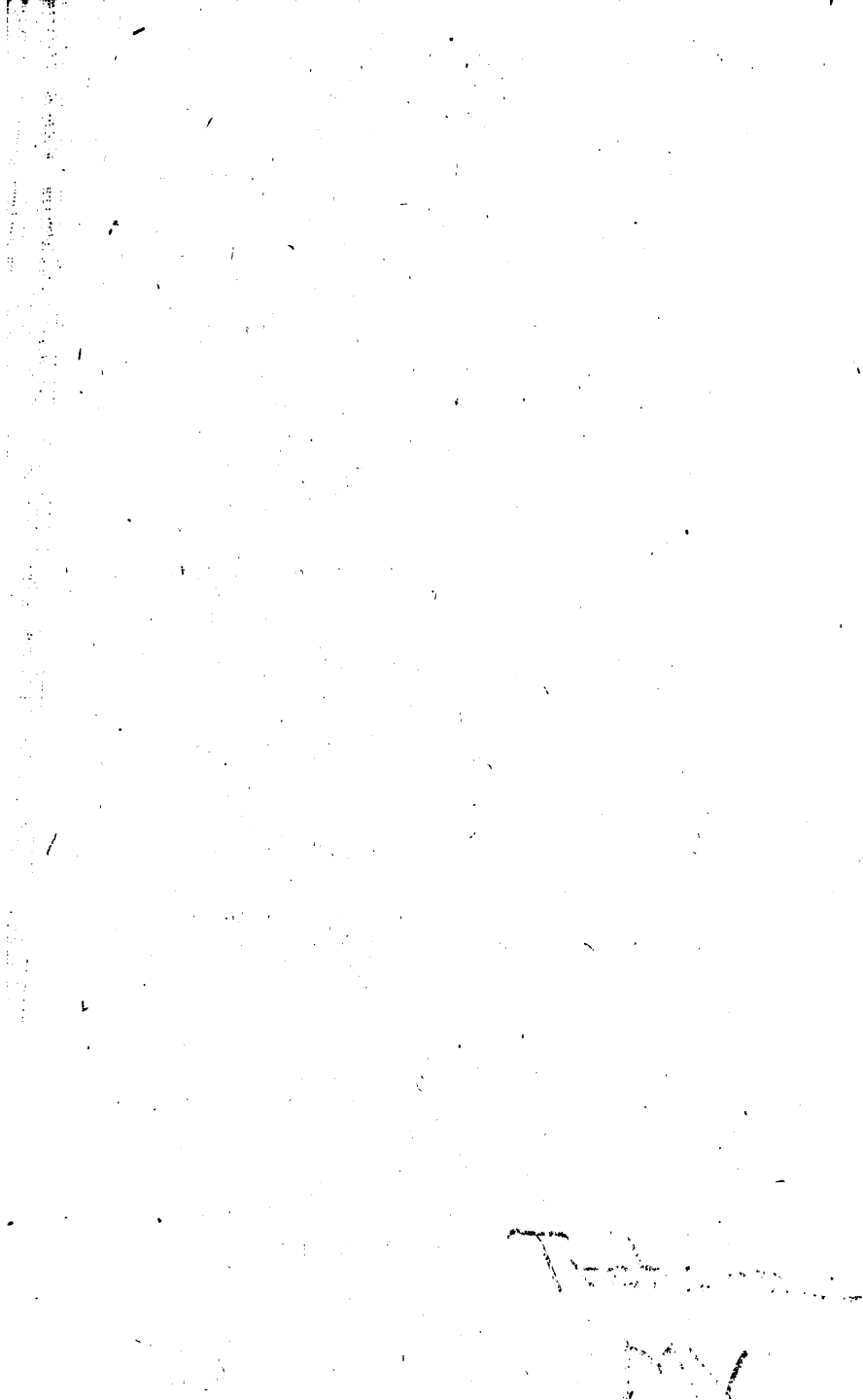
We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

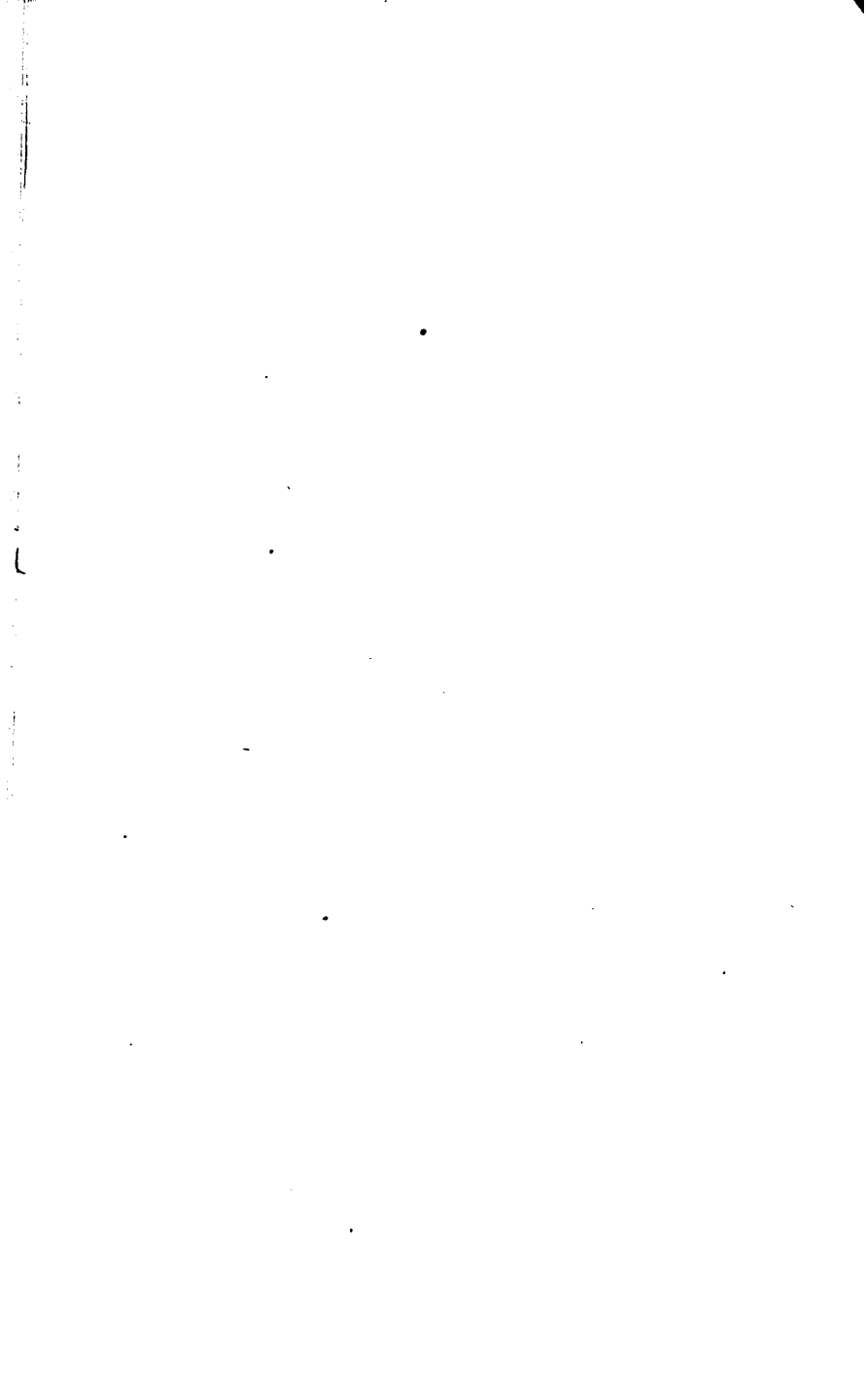
About Google Book Search

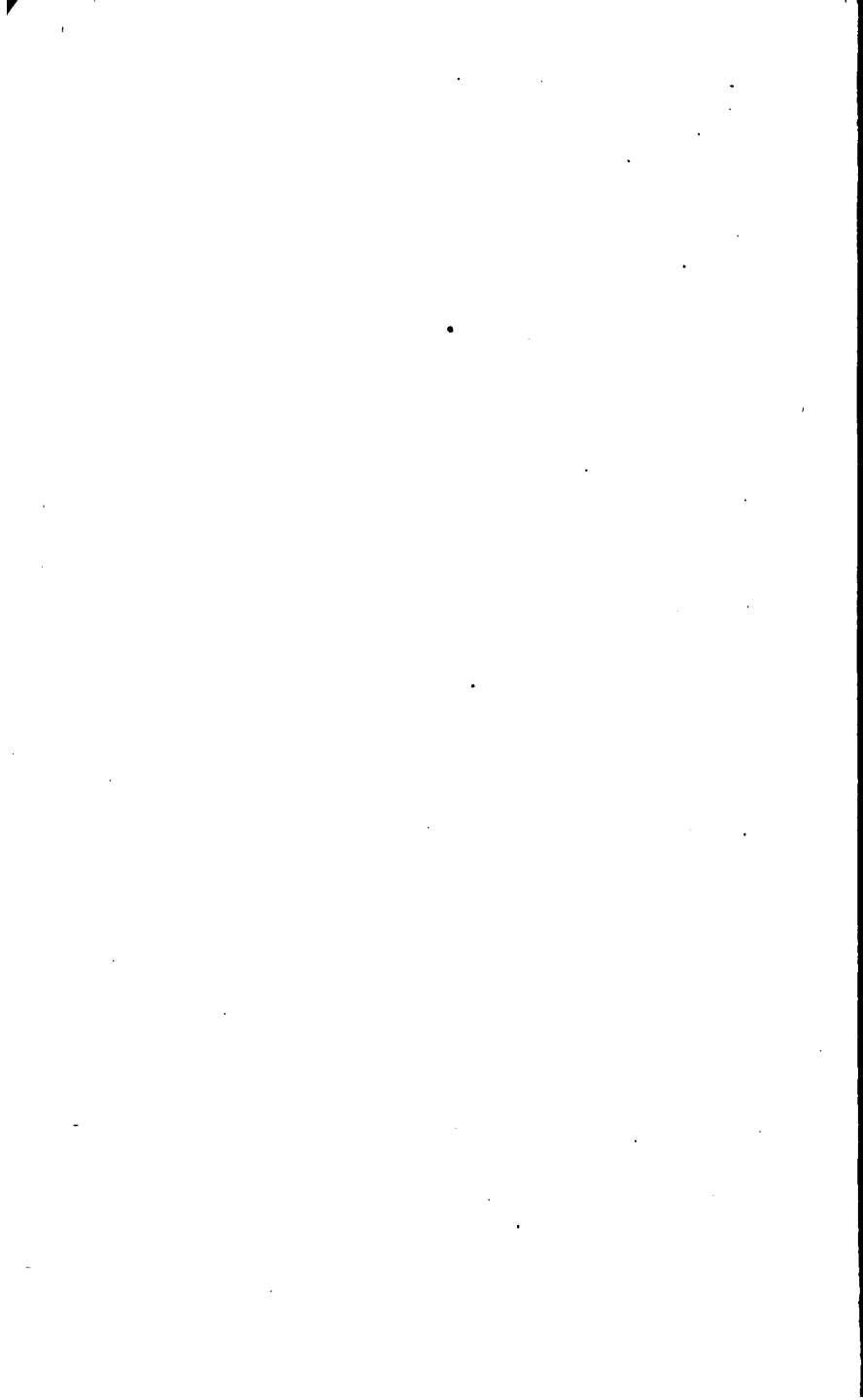
Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>











RECORD
OF THE
UNIVERSITY BOAT RACE.

Bind

Treherne
MVS

Ballantyne Press
BALLANTYNE, HANSON AND CO.
EDINBURGH AND LONDON

head -

Ballantyne Press
BALLANTYNE, HANSON AND CO.
EDINBURGH AND LONDON

head -

Ballantyne Press

**BALLANTYNE, HANSON AND CO.
EDINBURGH AND LONDON**

Not in 11

head -



M. 270M

Put

Mo

Diff

Put

BARNES
STATION

SCALE

2000

3

ed at Stationers Hall

d by Bickers & Son, L

134 15
17/23 35 01

RECORD

OF THE

UNIVERSITY BOAT RACE

1829-1883

BY

GEO. G. T. TREHERNE, O.U.B.C.

AND
J. H. D. GOLDIE, C.U.B.C.

New Edition

CAREFULLY REVISED AND COMPLETED TO DATE

By GEO. G. T. TREHERNE, M.A., O.U.B.C.

AND

Published under the Special Authority

OF THE

PRESIDENTS OF THE UNIVERSITY BOAT CLUBS

With Authentic Maps of the Putney and Henley Courses
specially prepared by the Thames Conservancy Board

'Hæc olim meminisse juvabit'

LONDON

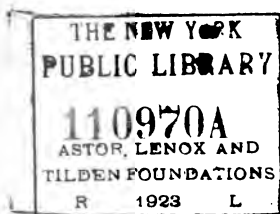
BICKERS & SON, LEICESTER SQUARE

CAMBRIDGE: MACMILLAN & BOWES

OXFORD: JAMES THORNTON

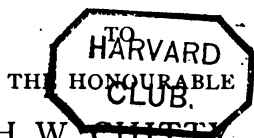
1884

*R.



Gift of
H. C. Andrews.
Mar 11. 88

MAY 1938
MAY 1938
MAY 1938



SIR JOSEPH W. CHITTY, Knt., M.A.

ONE OF H. M. JUSTICES OF THE HIGH COURT OF JUSTICE,
CHANCERY DIVISION

CHAIRMAN OF THE UNIVERSITY BOAT RACE COMMEMORATION
DINNER 1881

AND OF THE UNIVERSITY CRICKET JUBILEE DINNER 1877
DISTINGUISHED ALIKE AS AN UNIVERSITY OAR AND CRICKETER

FIRST CLASS IN LITERIS HUMANIORIBUS 1851

VINERIAN SCHOLAR 1852 FELLOW OF EXETER 1852

UMPIRE OF THE PUTNEY RACE FOR 23 YEARS

FOR 17 YEARS AN OFFICER OF THE INNS OF COURT RIFLE
VOLUNTEERS

SOMETIME MEMBER OF PARLIAMENT FOR THE CITY OF OXFORD

THIS RECORD OF EVENTS

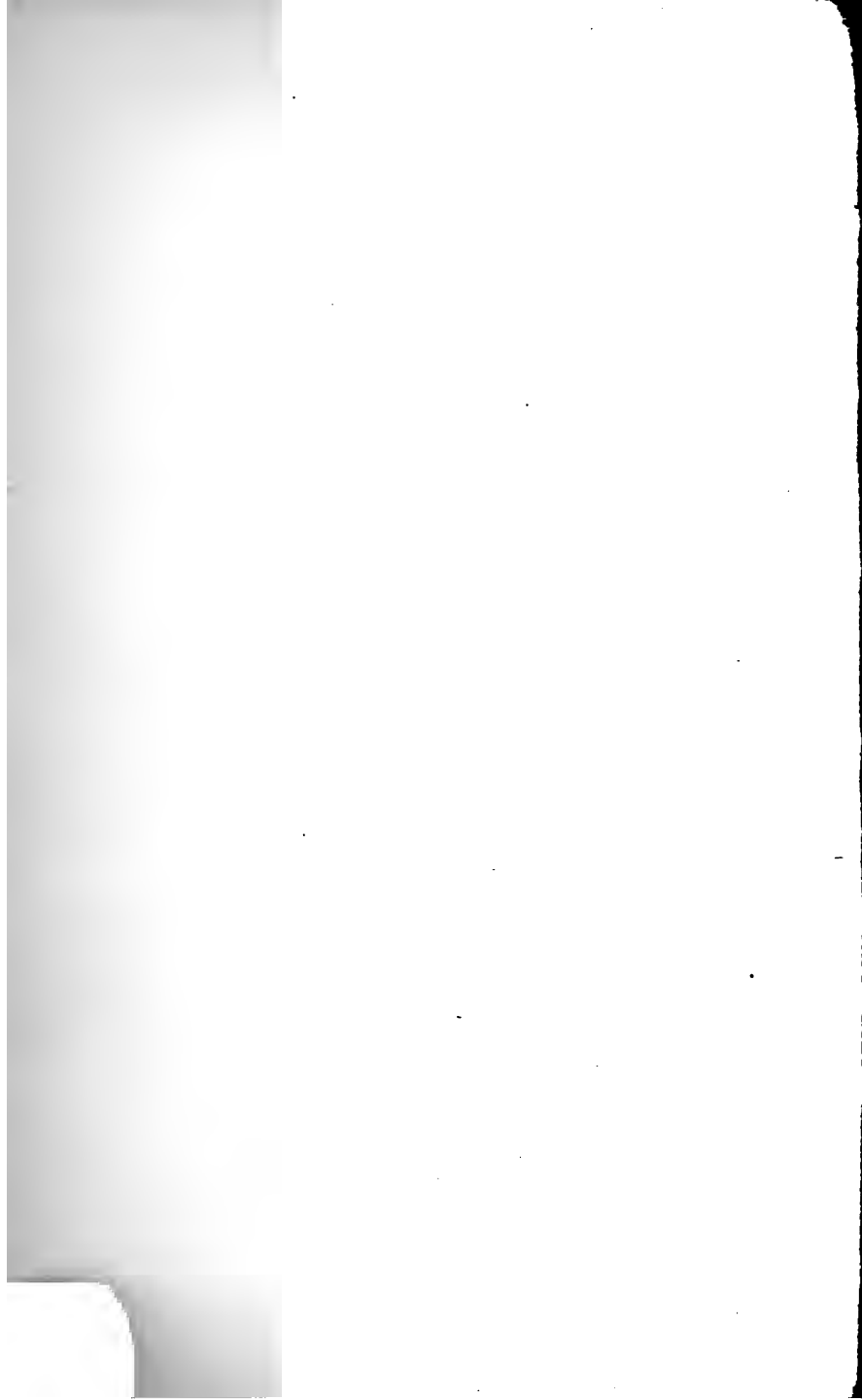
(QUORUM PARS MAGNA FUIT)

IS

WITH AFFECTIONATE RESPECT

BY PERMISSION

DEDICATED



PREFACE.



THE appearance of this new edition of the Record of the University Boat Race, which was compiled by Mr. Goldie and myself as Honorary Secretaries to the Committee of Management of the University Boat Race Commemoration Dinner, 1881, is due—

1st. To the flattering welcome given to the original edition ;

2dly. To the urgent wishes of others, my friendly publishers amongst them, for a concise and handy volume, which, published annually or periodically, would form an authentic and useful Book of Reference or Text Book ; and

3dly. To my own wish to weed out the many errors of omission and commission, which, if almost inevitable in the first edition of a work of this kind, are none the less thorns in the side of the conscientious historian.

I venture to hope that the present Volume, in point of size and completeness, will be found to satisfy the wishes of those who suggested its publication, and will meet with as friendly a recognition as that accorded to the larger edition.

It is a matter of sincere regret to me that the pressure of my professional *ἔργα* has not permitted me to devote sufficient time to this my *πάρεργον*, in order to check and correct any errors which may still remain, and to which the Tables of Errata and Addenda bear reproachful witness. I trust, however, that a step has been taken in the right direction, and that future editors of the Record, should it be found practicable to reissue it periodically, will find a solid foundation for their labours. It may perhaps appear to some of those who have not 'fought at

Marathon,' but who take the trouble to read this record, that, in the notices of the achievements and merits of Old Blues, I have 'feathered' too high above the cold water of prose and common sense. So far from pleading guilty to the charge, I feel heartily sensible of my inability in discoursing of matters *quorum pars parva fui*, to do justice to my subject. To such critics I can only say '*Experto crede.*'

With regard to the construction of the present edition, it will be found to be a rearrangement rather than an abridgment, as was originally intended, of the larger edition. The account of the Commemoration Dinner itself, which occupied the foremost place in the first edition, has been considerably compressed, and the *verbatim* reports of the speeches, which were given *in extenso*, together with the chapter headed 'Extracts from Correspondence,' have been wholly omitted. The illustrations, with the exception of the vignettes, 'The Old Style' and 'The New Style,' have not been reproduced.

On the other hand, the Alphabetical Lists of Old Blues have been considerably amplified by the addition of Christian names, addresses, and other details, when obtainable; and besides much new and interesting matter contributed by the Rev. Arthur Shadwell and Mr. Thomas Selby Egan, and incorporated in 'Old Blues and their Battles,' an entirely new chapter on the subject of boat-building has been written expressly by Mr. Shadwell. A list of the builders of winning boats has also been added to the table of races on pp. 224, 225. The earlier chapters of 'Old Blues and their Battles,' originally written by Mr. Woodgate, whose disinterested acquiescence in my mutilation of his work I gratefully acknowledge, have been partly rewritten: want of time alone has prevented the amplification of some of the chapters describing the races subsequent to 1870, which for the reason stated by Mr. Woodgate at the commencement of Chapter xxxiv., are at present little more than outline sketches. In future editions it may be desirable to fill in these sketches, especially in view of the fact that the full accounts of the races extracted from newspapers and other sources in Mr. Macmichael's book end with the race of 1869.

The description of the later races has been taken partly from the newspaper accounts, and partly from the U.B.C. Logs, copies of which have been kindly contributed by the two Presidents, who have throughout shown much interest in, and given valuable assistance to my work. These later chapters have been revised by Rev. R. W. Risley and Mr. J. H. D. Goldie.

The Maps of the Putney and Henley Courses will, it is hoped, prove a valuable addition to the record. They have been very carefully reproduced by Mr. Ed. Stanford from tracings specially prepared by the Thames Conservancy Board, who have verified the distances and all details coming within their province; and for whose courtesy in allowing the tracings to be prepared by their engineer, a word of acknowledgment is due. The starting and winning lines on the Henley Course have been verified by Mr. Risley, and the winning lines at Putney and Henley by Mr. E. H. Fairrie.

Where all alike have given prompt and friendly help it is invidious to mention names; but I cannot refrain from expressing my warm thanks to 'Arthur Shadwell' and 'Tom Egan' for their assistance, without which most certainly this new edition would never have seen the light; to the Rev. J. Bowstead Wilson for his accurate criticisms and reliable information; and, indeed, to all the many Old Blues to whom I have applied for information, or who have, in many cases, with prophetic kindness anticipated my application.

In conclusion, I take this opportunity of apologising to the many correspondents whose letters may not, in the pressure of business, have been duly acknowledged. They will readily believe that the neglect did not arise from any want of gratitude on my part for their kindness.

The 'crabs' which I have caught in endeavouring to row a sufficiently quick stroke to satisfy the demands of time and publisher alike, the wrong 'strings' which I may have pulled in trying to steer clearly and fairly through the multifarious and sometimes contradictory data, I cannot defend; but they will, I know, be readily forgiven by the sympathetic indulgence which I have found to be the invariable characteristic of 'Old Blues.' I

shall be content if I have succeeded in keeping clear of any such 'fouls' as invidious comparisons or personalities, allusions to betting, or other discordant notes likely to mar the harmony of our 'Old Blue' symphony.

GEO. G. T. TREHERNE.

NEW UNIVERSITY CLUB,
24th March 1884.

* * * The Editor will be very grateful for any suggestions or errata, which should be sent to

THE EDITOR,
Record of the University Boat Race,
Messrs. BICKERS & SON,
1 LEICESTER SQUARE,
LONDON.

BOOKS USEFUL FOR REFERENCE.



Oxford and Cambridge Boat Races. By W. F. Macmichael, M.A. Cambridge: Deighton, Bell, & Co. 1870.

University Oars. By John Ed. Morgan, M.A. Oxon, F.R.C.P. Macmillan & Co. London, 1873.

The Eton Boating Book, 1825-1875. By R. H. Blake-Humfrey. Williams & Son. Eton, 1875.

Oxford University Boat Races. By C. C. Knollys, B.A. Thos. Shrimpton & Son. Oxford, 1873.

Eton School Lists, 1791-1860. By H. E. Chetwynd-Stapylton. E. P. Williams. Eton, 1864.

Memoir of a Brother. By Thos. Hughes. Macmillan & Co. London, 1874.

Boat Racing. By J. E. Brickwood, Amateur ex-Champion of the Thames. Horace Cox, 346 Strand, W.C.

The Rowing Almanack. By Argonaut. *Field* Office, 346 Strand, W.C.

Dickens' Dictionary of the Thames, under heading "University Boat-Race."



CONTENTS.



	PAGE
OLD BLUES AND THEIR BATTLES,	3
THE HARVARD RACE,	162
CHRONOLOGICAL TABLES,	165
ALPHABETICAL LIST OF OLD BLUES—	
OXFORD,	166
CAMBRIDGE,	196
ANALYTICAL APPENDICES TO LIST OF OLD BLUES—	
TABLE OF RACES IN WHICH THE UNIVERSITY CREWS HAVE	
ROWED AGAINST EACH OTHER,	224
TABLE OF RACES IN WHICH THE UNIVERSITY CREWS HAVE	
COMPETED WITH OTHER CREWS,	226
EPITOMISED STATEMENT OF RACES,	227
TABLE SHOWING THE NUMBER OF MEN SUPPLIED TO THE UNI-	
VERSITY CREWS BY VARIOUS SCHOOLS FROM 1829 TO 1883, .	228
TABLE SHOWING THE NUMBER OF MEN SUPPLIED TO THE UNI-	
VERSITY CREWS BY VARIOUS COLLEGES FROM 1829 TO 1883, .	229
LIST OF PRESIDENTS—1839 TO 1883,	230
LIST OF STROKES—1829 TO 1883,	231
LIST OF COXSWAINS—1829 TO 1883,	233
LIST OF DOUBLE BLUES,	235
HONOURS TAKEN BY OLD BLUES,	237
'TOM EGAN'S' AND 'ARTHUR SHADWELL'S' LOGS,	244

	PAGE
MISCELLANEOUS NOTES—	
COLOURS,	251
LONGEVITY OF OLD BLUES,	252
SUNDRIES,	253
NOTES ON THE BUILDING OF RACING BOATS BY THE REV. ARTHUR T. W. SHADWELL, M.A., O.U.B.C.,	256
THE COMMEMORATION DINNER, 1881,	265
ODES—	
‘ON THE BANQUET HELD IN COMMEMORATION OF THE FIFTIETH ANNIVERSARY OF THE UNIVERSITY BOAT RACE,’	273
‘A BOATING ODE FOR THE JUBILEE DINNER, 1881,’	284
‘ON THE MARCH RACE,’	287
MAP OF THE PUTNEY-MORTLAKE COURSE,	<i>Frontispiece</i>
MAP OF THE HENLEY COURSE,	<i>End of Book</i>
VIGNETTE, ‘THE OLD STYLE,’ FROM A COLOURED ENGRAVING IN THE POSSESSION OF MR. DARBISHIRE, O.U.B.C.,	3
VIGNETTE, ‘THE NEW STYLE,’ FROM AN ORIGINAL DRAWING OF THE OXFORD BOAT IN 1863, BY THE REV. G. R. WINTER, O.U.B.C.,	288

“OLD BLUES AND THEIR BATTLES.”

ERRATA AND ADDENDA.

Page	Line	
7	1	<i>For 'Hambledon' read 'Hambleden.'</i>
8	1	Do. Do.
13	31	<i>For 'London waters' read 'London water.'</i>
13	34	<i>For 'on the London water' read 'for London races.'</i>
16	39	<i>For 'Moulton' read 'Noulton.'</i>
19	3	<i>For 'Putney Match,' read 'Putney Match ;'</i>
41	7	<i>For 'The Oxford crew' read 'The Oxford Etonian crew.'</i>
41	10	<i>For 'Oxford' read 'Oxford Etonian.'</i>
42	5	<i>For 'O.U.B.C.' read 'Oxford.'</i>
46	9	<i>For 'as' read 'and.'</i>
47	2	<i>For 'Oxford Aquatic' read 'Oxford.'</i>
49	6	<i>For 'U.B.C.'s read 'U.B.Cs.'</i>
49	6	<i>For 'a year' read 'two years.'</i>
54	26	<i>For 'U.B.C's.' read 'U.B.Cs.'</i>
54	26	<i>Note, for '1863' read '1883.'</i>
60	16	Against Cheales' name, <i>for</i> 10 ^{'st.} lbs. ^{'st.} lbs. <i>read</i> 11 3.
92	11	<i>For 'the Oxford President for several years' read 'the Oxford President, for several years.'</i>
92	17 & 18	Place 'corde' at beginning of line 18 instead of at end of line 17.

Line Page

146 *Note.* After going to press one of the Cambridge crew of 1878 writes to question the statement in the text, that the Cambridge crew of 1878 were 'about as good as they had been in 1876 and 1877.' He concludes his letter thus: 'Probably for the first time I found that it took seven strong men to carry my weight.'

156 I *For* 'The Trial Eights' *read* 'The Oxford Trial Eights.'

156 14 *For* 'crews' *read* 'crew.'

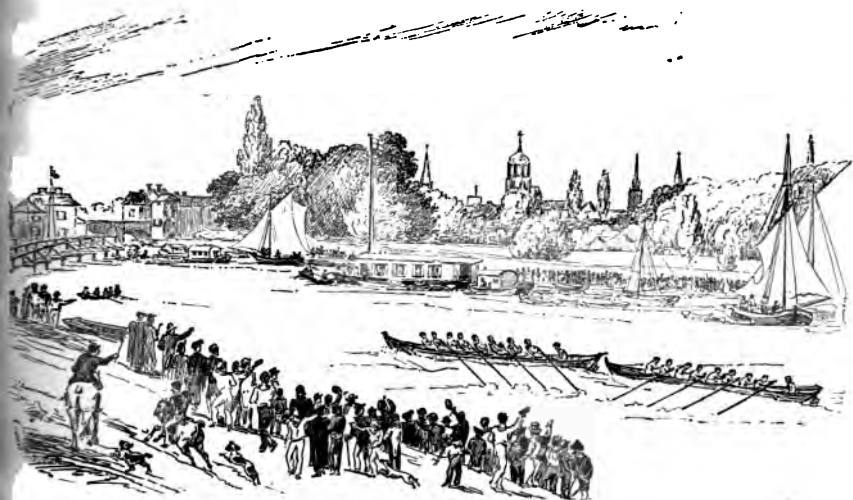
OLD BLUES AND THEIR BATTLES,

AND

THE HARVARD RACE.

NOTE.

These chapters, as far as and including the Putney race of 1880, originally contributed by Mr. W. B. Woodgate to 'Land and Water,' were, by the kind permission of the author and the late Mr. J. G. Chambers (editor of 'Land and Water'), republished in the original edition of this record, with sundry alterations and additions. The earlier chapters have since been carefully revised with the kind assistance of Mr. T. S. Egan and the Rev. Arthur Shadwell, and the later chapters have been completed to date from the U.B.C. logs, subject to revision by the Rev. R. W. Risley and Mr. J. H. D. Goldie.



THE OLD STYLE.

CHAPTER I.

1829.

THE FIRST UNIVERSITY MATCH.

As is the case with most great inventions and institutions, it is difficult, if not impossible, to discover the actual founder of the University Boat Race. An honourable rivalry is manifested by the so-called "Fathers of the Race" in claiming to have sown the first seed, and it is probable that here as elsewhere the result was arrived at rather by the sympathetic effort of several than by the definite action of one individual. Be that as it may, the fact remains that Wordsworth of Christ Church, Oxford, was in the habit, when staying with his father, the then Master of Trinity, Cambridge, of associating with the more energetic spirits of the sister University, and was more than once invited to row in the St. John's or Lady Margaret boat, in which was his old school-

fellow, Merivale of St. John's. The following characteristic letter from the future Bishop to the future Dean, written a few days before the 1829 race, is selected for republication from several others published in the original Record, which from want of space are, with reluctance, omitted in the present edition:—

‘OXFORD, June 2, 1829.

‘MY DEAR MERIVALE,—Thank you very much for your letter. Its impudence was unparalleled. I do not know which to admire most, its direct assertions or occult insinuations. The very *supposition* of my being in our boat here quite rejoiced you. Allow me to *assure* you of the truth of the report. But this is not the only bone I have to pick with you. The sufficiently candid manner in which you talk of “lasting us out” (!!!) amuses me so much, that I am ready to die with laughter whenever I think of it. My dear fellow, you cannot possibly know our crew, or you would not write in such an indiscreet manner. Allow me to enlighten you:—

‘8. Staniforth (Ch. Ch. boat); four feet across the shoulders, and as many through the chest—*διαμπαξ*.

‘7. Moore (Ch. Ch. boat), 6 ft. 1 in.; in all probability a relation of the giant whom the “three rosy-cheeked schoolboys built up on the top of Helm Crag,” so renowned for length and strength of limb.

‘6. Garnier—Worcester boat; splendid oar.

‘5. Toogood (Bal. boat)—for you; but just the man for us.

‘4. Wordsworth (new oar); has “neither *words* nor *worth*, action nor utterance, &c. &c. &c. I only (*row*) right on; I tell you that, that you yourselves do know.”¹

‘3. Croft (Bal. boat); no recommendation necessary.

‘2. Arbuthnot (Bal. boat); *Strong* as “Bliss’s”² best.

‘1. Carter (St. John’s four-oar); “potentior ictu fulmineo.”

‘Thus far this letter was written *three or four days ago* in

¹ This alludes to the fact that when at Cambridge during the Easter vacation I had sometimes pulled in the Johnian boat, to which both Merivale and Selwyn belonged.

² Famous Harrow beer so called.

Popham's Rooms, the infection of whose company must be my excuse for its saucy style. The fact is, our boat has been reduced to a considerable pickle, owing to some of our best oars¹ not being able to pull, and one or two other minor considerations. We have at last, however, got under weigh with a fixed crew, and matters are proceeding rather more swimmingly. You will see by the above list that our Stroke² has been changed. Our days at Henley will be Wednesday, Thursday, Saturday, and Monday. Our uniform—black straw hats, dark blue striped jerseys, and canvas trousers; you must not abuse it, as Garnier and I were chosen to decide upon it.

'I turn with more pleasure to the cricket match, the prospect of which is quite *delightful*; not that I expect to win, but that I think we cannot fail to have a pleasant game. Our Eleven will be—Bayley, Wright, Knatchbull, Bird, Price, Popham, H. Denison, Masters, Horner, Cooke, and myself. This information is for Pickering,³ if you will be kind enough to forward it to him and to thank him for his letter. Ask him if we are to do anything for him about an umpire. Ashley stands for us. Printed bills will reach Cambridge in a day or two.

'Now I think of it, you wanted to know our boat. It is to be the old Balliol built by S. Davies. This, I am sure, will please you. However, I am still ready to take ten to one.

'With kind remembrance to all friends and brothers, believe me, my dear Merivale, sincerely yours,

'C. WORDSWORTH.

'In all probability there will be a four-oar at Henley, too happy to be manned by a selection of the victorious Cambridge crew; but we shall meet at Henley before the day of the race, and then I will let you know all about it.'⁴

¹ This refers more particularly to Croft, No. 3, the Balliol stroke, who was taken ill after the former part of the letter was written, and Bates (Ch. Ch. boat) was put in his place.

² Garnier at first had been chosen Stroke.

³ A leader in the Cambridge Eleven, formerly at Eton.

⁴ The notes at foot of this and the preceding page were added by the writer of the letter.

Staniforth of Christ Church also had old Eton shipmates at Cambridge in the persons of Selwyn and Snow of St. John's, and the first official record of the institution of the race is a letter written by Snow to Staniforth, in pursuance of a resolution passed at a meeting of the C.U.B.C., held on the 20th February 1829, proposing an University match for the ensuing Easter vacation in or near London. It was finally arranged after some correspondence that the race should be rowed at Henley in the evening of the 10th June.

These were the early days of boat-racing at the Universities. In the previous year the first recorded meeting of the Cambridge University Boat Club had been held, and although it was not until ten years afterwards (1839) that the Oxford University Boat Club was founded, it appears that College rowing-matches were in vogue at Oxford long before their introduction at the sister University. There is a tradition of matches being rowed at Oxford soon after the commencement of the present century, but the first known College race was rowed between Brasenose and Jesus in 1815. At Cambridge the first College eight-oar of which there is historical record, was built at Eton and launched by St. John's College in 1826. The earliest College races rowed on the Cam, as far as can be ascertained, took place in 1827.¹

The 'iron horse' was but in its infancy, and the 'road' was still in its glory, when Henley on that memorable Wednesday, the 10th of June 1829, first awoke to the echoes of University cheers. Though boat-racing had not then the hold upon the public mind which it now boasts, Oxonians turned out on that day in far greater numbers than we see them even in these days. All available hacks and traps in Oxford were requisitioned. Through Bensington, down the steep of Nettlebed Hill, and along the 'Fair Mile,' came tandems, drags, and saddle-horses in strings. Cantabs, also, were there in force, though hardly in such numbers as their rivals, for the distance from headquarters was greater.

¹ For further information as to the early days of rowing at Oxford, the reader is referred to Mr. Knollys' introduction to his book, 'Oxford University Boat Races,' published by Messrs. Shrimpton of Oxford in 1873, and also to an article in 'Land and Water,' of 17th December 1881, by Mr. Woodgate.

The course selected was from Hambledon Lock to Henley Bridge, $2\frac{1}{4}$ miles, against a summer stream.

We have designated this series of sketches as 'Old Blues;' but the title would be a misnomer as regards the match which originated these contests, the now time-honoured 'dark' and 'light blue' not having then been adopted. The Oxford colours were modelled upon those of Christ Church, then head of the river, who contributed four men and the coxswain to the Oxford boat. The Cambridge crew rowed in their white shirts, with a light pink sash. There were three Trinity men in the boat, and three of Lady Margaret, then head of the river. The uniform of the former was a buff jersey with blue stripes, of the latter a white jersey with light pink stripes. The crew could not agree which to wear, so they finally decided to row in their shirts, each man wearing a pink tie or sash in compliment to the captain, Snow, who was a Lady Margaret man.

The evening was warm and sunny. Those who have seen Henley on a fine summer's evening, a real old-fashioned summer, now, like the noble elms on Regatta Island, a cherished memory, can picture to themselves the scene, the wood-crowned hills surrounding the rich green pasture-land, the broad silver reach of river, the fine old grey stone bridge (*O si sic omnes, Thamesis conservatores!*) the square church tower, familiar landmark to many generations of keen-eyed coxswains, and the historical poplars, veritable *metæ sudantes* of struggling oarsmen, now, like many of those who rowed past them, gone to make room for a *progeniem* not, let us hope, *vitiosiore*. The river below the island lies on a curve; but from Hambledon Lock there is a straight course up stream of nearly one hundred yards. Cambridge won the toss for choice of sides, and chose the tow-path, or Berks shore. They were the favourites in public estimation, especially when it became known that they had won the choice of stations. Each side nominated its own umpire, the two umpires to fix upon a referee if they should be unable to agree.

Hambleton Lock to Henley, Wednesday, 10th June 1829,
7.56 p.m.

OXFORD.

	st.	lbs.
1. Carter, J., ¹ St. John's, . . .		
2. Arbuthnot, J. E., Balliol, . . .		
3. Bates, J. E., Christ Church, . . .		
4. Wordsworth, Chas., Christ Church, . . .	11	10
5. Toogood, J. J., Balliol, . . .	14	10
6. Garnier, T. F., Worcester, . . .		
7. Moore, G. B., Christ Church, . . .	12	4
8. Staniforth, T., Christ Church . . .	12	0
<i>Coxn.</i> —Fremantle, W. R., Christ Church,		

CAMBRIDGE.

	st.	lbs.
1. Holdsworth, A. B. E., 1st Trinity, . . .	10	7
2. Bayford, A. F., Trinity Hall, . . .	10	8
3. Warren, C., 2d Trinity, . . .	10	10
4. Merivale, C., Lady Margaret, . . .	11	0
5. Entwisle, T., Trinity, . . .	11	4
6. Thompson, W. T., Jesus, . . .	11	10
7. Selwyn, G. A., Lady Margaret, . . .	11	13
8. Snow, W., Lady Margaret, . . .	11	4
<i>Coxn.</i> —Heath, B. R., 1st Trinity, . . .	9	4

Average,² 11 1½

When we recall how much prejudice existed till quite lately in the minds of parents, guardians, and University authorities against the pursuit of athletics, we note with special satisfaction the subsequent careers of many of the heroes of that day's race. Never was the soundness of the doctrine of muscular Christianity more happily exemplified. Of the Oxford crew, No. 4 became Bishop of St. Andrews; No. 5, a Prebendary of York; No. 6, Dean of Lincoln; No. 7, Rector of Tunstall; stroke, Rector of Bolton-by-Bolland; and cox, Dean of Ripon. Of the Cambridge crew, No. 3 became Vicar of Over; No. 4, Dean of Ely, specially

¹ For the sake of brevity the initials only of the oarsmen and coxswains are given in these lists. Full Christian names, when obtainable, and other particulars, are given in the "Alphabetical Lists of Old Blues."

² In estimating the average weight of the crews the coxswain is not included.

distinguished by his work on Roman history; No. 7, Bishop of New Zealand, and subsequently of Lichfield; No. 2, a shining luminary of the Bar, well known in the Court of Probate, and Chancellor of the Diocese of Manchester. Two Bishops, three Deans, a Prebendary, and other clerical and legal dignitaries are an unusually large percentage to expect from any eighteen University men selected at hazard! Two of the oarsmen, No. 4 of the Oxford, and No. 6 of the Cambridge crew, were what would be called in these days 'Double Blues'—they played in their University Eleven, besides rowing in the Eight. The Oxford crew had the honour of including amongst its members the heaviest weight of all old Blues, the Rev. J. J. Toogood, No. 5 in the boat,—*'gemuit sub pondere cymba sutilis.'* Their stroke, Mr. Staniforth, had been a distinguished Eton oar, captain of 'the boats' in 1826, in which year Charles Kean, the celebrated actor, was captain of 'the Victory.'

Indeed, in the friendly rivalry and healthy motive of its origin, in the hearty, thorough success of its accomplishment, and in the manner of men who formed the crews, this first Inter-University race, '*Primus inter Pares*,' forms a model for the practice of future generations of those taking part in what has come to be the greatest annual aquatic event on the face of the globe. From these first Heroes of our Iliad ('those who are brave and skilful, and do more than other men'—*Kingsley*), two, Selwyn and Wordsworth, one in each crew, stand out as types for the imitation of future oarsmen. The former, by the charm of his unrivalled accomplishments, the very King Arthur of 'Old Blue' mythology, the latter a worthy upholder of a great and honoured name, they are both striking examples of that relative excellence of '*mens sana in corpore sano*,' which is claimed as an attribute of the typical 'Old Blue.' That this is no empty boast, nor mere frothy extract from the Prospectus of a Mutual Admiration Society, let these records bear faithful witness. To establish this truth, based on an accurate narrative of fact, is one of the chief objects of this record, which surely proves this, if anything, that *παιδεία* (bodily culture) not antagonistic to, but rather the complement of *παιδεία* (mental culture), and that the discipline and training undergone in the

University boat tend perhaps more than any other part of the academic system—

‘Not only to keep down the base in man,
But teach high thoughts . . . and the desire of fame,
And love of truth, and all that makes a man.’

The result of the race that day is a matter of history. Oxford carried off the first ‘*corona navalis*’ in University races. There was a foul soon after starting, but the boats returned to stations, and recommenced the race.¹ Then Oxford drew well away, and came by the island with a clear lead. From this point their superior strength told, and they swung up the now time-honoured reach with the race well in hand, winning at the bridge by five or six lengths. The time is variously recorded from 11 min. to 14 min. 10 secs. No doubt the latter is approximately correct. Until outriggers came into vogue, the Henley course proper—from island to bridge—was never rowed under 8 min. Great was the hurly-burly when the race was over: the echoes which annually ring in the victor’s honour in modern times, when a Grand Challenge has been lost and won, would not surpass those awakened by Young Oxford of 1829, when their champions vindicated the honour of the home river—

‘Plausu fremituque virūm, studiisque faventum,
Consonat omne nemus.’

‘Such a getting home again’ down Nettlebed Hill was never seen; yet those who were there to see do not tell us that any limbs were broken, or that proctors made themselves obnoxious. Oxonians in those days were as much at home on road as on river, and it was a common thing to see the London mail driven in by some undergraduate who had gone out to meet it, and who stood well in the graces of the coachman. Such is the tale of

¹ Mr. Staniforth’s account of the matter is, that having, as the result of preliminary trials, ascertained that there was less stream on the Berks or south side of the island, he determined, contrary to the usual practice, but, as the event showed, wisely, to take that course, and so gain more in time than he lost in distance. At the start the Oxford boat was on the Bucks side, and as the Cambridge captain kept to the old course on the north side of the island, the boats had to cross each other, and so the foul occurred.

the earliest pioneering in the paths of Inter-University athletic competitions. *Floreat almæ matres!* The weights of the Cambridge crew are taken from 'Bell's Life' of March 26, 1864. Such of those of the Oxford crew as appear, have been contributed by the oarsmen themselves. There is no official record of the weights of the crews before 1841.

The Oxford crews rowed in a boat belonging to Balliol College, and built by Stephen Davies, of which a picture forms the frontispiece of the original edition of this record; the Cantabs in a boat built by Logan.

This year, 1829, is memorable in the annals of aquatics. On Wednesday, 10th June, was rowed the first Oxford and Cambridge race, and on Monday, 27th July, the first match between Eton and Westminster was rowed at Putney.

CHAPTER II.

1836.

THE FIRST WESTMINSTER TO PUTNEY MATCH.

FOR seven years after the opening University match there was no direct contest between the U.B.C.s.

In 1831 a challenge was sent by Cambridge to Oxford, but the race never took place on account of the cholera then raging in London.

An attempt had been made to get up a match in 1834, but neither University would agree to the other's proposed *venue*. Oxford suggested the Upper Thames at Henley or Maidenhead; Cambridge wished for the tideway: so the affair fell through. In 1836 a match was at last arranged. The course was the then Champion Metropolitan Course, from Westminster to Putney, and the race came off on 17th June.

It was in this race that Cambridge first adopted light blue as their colour, and that apparently by accident. They were on the point of pushing off from Searle's yard at Westminster, when somebody remarked that the boat had no colour in the bow. One person suggested one colour, and another another. At the last moment the late Mr. R. N. Phillips, of Christ's, a well-known oarsman in those days, ran over to a haberdasher's close by, and asked for a piece of Eton blue ribbon or silk. This was produced, and the crew adopted it *con amore*. Since those days Cambridge has worn light blue; while Oxford, for the sake of contrast, have rather deepened their shade of the same colour. The jerseys of Cambridge were white, and those of Oxford blue and white stripes.

Westminster to Putney, 17th June 1836, 4.20 p.m.

CAMBRIDGE.

	st	lbs.
1. Solly, W. H., 1st Trinity, . . .	11	0
2. Green, F. S., Caius, . . .	11	2
3. Stanley, E. S., Jesus, . . .	11	4
4. Hartley, P., Trin. Hall, . . .	12	0
5. Jones, W. M., Caius, . . .	12	0
6. Keane, J. H., 1st Trinity, . . .	12	0
7. Upcher, A. W., 2d Trinity, . . .	12	0
8. Granville, A. K. B., C.C.C., . . .	11	7
Coxn.—Egan, T. S., Caius, . . .	9	0

Average,	11	8½
----------	----	----

OXFORD.

	st.	lbs.
1. Carter, G., St. John's, . . .	10	0
2. Stephens, E., Exeter, . . .	10	7
3. Baillie, W., Christ Church, . . .	11	7
4. Harris, T., Magdalen, . . .	12	4
5. Isham, J. V., Christ Church, . . .	12	0
6. Pennefather, J., Balliol, . . .	12	10
7. Thomson, W. S., Jesus, . . .	13	0
8. Moysey, F. L., Christ Church, . . .	10	6
Coxn.—Davies, E. W. L., Jesus, . . .	10	3

Average,	11	7¼
----------	----	----

The weights of the crews given above have been kindly furnished as approximate, those of the Cambridge crew by the Rev. A. K. B. Granville, the Cambridge President of that year, those of the Oxford crew by the Rev. E. W. L. Davies, coxswain of the crew.

This was the first time that the Universities had disported themselves on London waters. The Cambridge crew was trained entirely by T. S. Egan, while at Oxford, then and for some time to come, recourse was had to watermen, especially on the London waters. The fact was that a genius had arisen on the Cam entirely equal to the teaching and organisation of crews for great matches. T. S. Egan had brought Caius to the head of the river in the May term; and the amateur ability which effected that was next employed upon the University crew, which rowed in exceptionally good form. This of course told equally in the matches with

Leander of 1837 and 1839, nearly all the men in the Cambridge boat having been coached by Egan.

The race was an easy victory for Cambridge. From first to last Oxford were overmatched, and at the finish were a minute, or something like 250 yards, behind Cambridge. The policy of having such an organisation as that of the C.U.B.C. was bearing good fruit, and next year the vanquished, following their opponents' good example, founded an O.U.B.C. The crews on this occasion did not contain any such famous lawyers and clergy in embryo as in 1829; but many of them are still alive, hale and hearty, as country magistrates or parochial clergy. Baillie, now Sir William Baillie, Bart., had rowed in the Eton Eight in 1832; and Moysey, the Oxford stroke, had been 'head of the water' at Westminster. Mr. E. W. L. Davies subsequently received the Royal Humane Society's silver medal for saving life, and has recently published an interesting memoir of that veteran sportsman, the late Rev. 'Jack Russell' (whose well-known curate he had been for several years, as well as his *fidus Achates* in many a glorious day among the ferny combes and over the purple moorlands of the west country). It may be mentioned in support of the soundness of Mr. Shadwell's well-known warnings against underboating a crew, that Mr. Davies, in a letter dated 26th January 1884, writes, referring to the 1836 race:—'We buried our boat too deeply, and the weight of water told against us: that was the verdict at the time.' Surely there is nothing new under the sun!

CHAPTER III.

1837 & 1838.

FIRST LEANDER MATCH, QUEEN'S AND LADY MARGARET'S MATCH, 1837; SECOND LEANDER MATCH, 1838.

ALTHOUGH no University match took place between 1836 and 1839, a Cambridge crew distinguished itself in the interim. Their performance should be recorded, for the members of the crew were quite as much representatives of their University for the time as if they had been pitted against Oxford. In those days the Leander Club, whose scarlet ribbon, or, as some say, their brilliant rowing, had earned them the sobriquet of the 'Brilliants,' were the leaders of amateur style on the Thames. They were chiefly an association of scullers. The race for the Wingfield or Amateur Champion Sculls had been founded nearly seven years, but Henley Regatta was still to come. The 'Brilliants,' therefore, had no field for the display of eight-oared rowing, but were supposed to comprise all the sculling talent of the day. Unable to arrange a match with Oxford (no time or place suiting the demands of both U.B.C.s), the Cantabs (in the early summer of 1837) astonished the sporting world by boldly throwing down the gauntlet to the Leander Club. The London quidnuncs, amateur and professional alike, thought that the vaulting ambition of the Club had overleaped itself. The Leander men were not in their prime *emière jeunesse*. They were on an average well on the shady side of thirty summers; but their *prestige* made them favourites. Their sternmen steered each crew, and Cambridge justified their audacity by winning the race with five seconds to spare. The winners, as recorded, were:—

First Leander Match.—Westminster to Putney, 9th June 1837.

CAMBRIDGE.			
		st.	lbs.
1. Nicholson, W. N., 1st Trinity,	.	11	0
2. Green, F. S., Caius,	.	11	2
3. Budd, R. H., Lady Margaret,	.	12	0
4. Keane, J. H., 1st Trinity,	.	12	0
5. Brett, W. B., Caius,	.	12	0
6. Penrose, C. T., 1st Trinity,	.	12	0
7. Fletcher, R., Lady Margaret,	.	11	10
8. Granville, A. K. B., Corpus,	.	11	7
<i>Coxn.</i> —Noulton, W.	.		

Average,	11	9½
----------	----	----

LEANDER.

1. Shephard.	5. Sherrard.
2. Layton.	6. Dalgleish.
3. Wood.	7. Lewis.
4. Lloyd.	8. Horneman. ¹

Coxn.—James Parish.²

Noulton was the professional mentor of the Westminster boys, and Parish the regular coxswain of the Leander Club. The Etonians dreaded the very name of 'Paddy' Noulton, as the most artful of aquatic dodgers; but they were content to be guided by the counsels of old oarsmen of their own school and their proper coxswains. When Noulton and Parish met it was a case of diamond cutting diamond.

Leander were not satisfied with their defeat, and challenged Cambridge to a return match the next year; but the race was a series of fouls, and the umpire declared the match off.

Second Leander Match, 1838.

CAMBRIDGE.		LEANDER.	
1. Shadwell, A. H., Lady Margaret.		1. Shephard.	
2. Smyth, W. W., 2nd Trinity.		2. Sherrard.	
3. Gough, Walter R., 1st Trinity.		3. Lloyd.	
4. Yatman, W. H., Caius.		4. Layton.	
5. Penrose, C. T., 1st Trinity.		5. Wood.	
6. Paris, A., Corpus.		6. Dalgleish.	
7. Brett, W. B., Caius.		7. Bishop.	
8. Stanley, E., Jesus.		8. Lewis.	
<i>Coxn.</i> —Moulton, W.		<i>Coxn.</i> —Parish,	

¹ This name is given variously as Hornby, Horseman, and Horneman.² No official record of this crew or of the Leander crews in '38 and '41 exists.

There is no ground for supposing that between 1829 and 1837 the head-boats in the respective University College races were accustomed to row in the summer vacation at Henley, as has been inferred from a passage in the Brasenose record, which commences with 1837. Egan, who, if this were true, must have been concerned in these contests, remembers nothing of them, and Shadwell, who was present, distinctly recollects that the meeting of Queen's and St. John's at Henley, in 1837, was a new thing, and caused great excitement. As we have seen, Cambridge was engaged with Leander; and, failing the Inter-University match, it was arranged that the two leading College boats should contend at Henley. Christ Church was then head of its river, but on the last night of the races 'took off' its boat, in consequence of Dr. Gaisford's (the Dean) objection to their rowing at Henley. The headship thereupon devolved on Queen's, second on the river, which accordingly went to Henley to meet St. John's, and won the race. This crew was called the Boar's Head crew, from the ancient Christmas custom in Queen's of serving up a boar's head to the obligato accompaniment of a Latin carol, sung by the choristers in hall. It was rowed on 10th June 1837, from the island to the bridge. The Queensmen wore straw hats; the Johnians tied narrow fillets of flannel round their temples. Oxford men suggested that this latter was a precaution against *having their heads beaten off*.

Hurt rowed them an absurdly rapid stroke, which was of no avail against the powerful measured swing of Queen's. In this race Alfred Shadwell first rowed for Cambridge; he rowed bow oar in the C.U.B.C. three years successively after this, and finished in 1845 by winning the Thames Grand Challenge Cup with the Cambridge London Rooms. No. 2 in the Lady Margaret boat, Colquhoun, now Sir Patrick Colquhoun (having been knighted on his appointment to the Supreme Judgeship of the Ionian Islands), is well known to all Old Blues, not only as the donor of the Colquhoun Sculls, a prize given in 1837 to the Lady Margaret Boat Club, and afterwards thrown open to the University, but as always taking a lively interest in all matters affecting the

welfare of aquatics. No. 4 in the same boat, now Sir Edmund Antrobus, Bart., is also a distinguished oarsman, and won the Colquhoun Sculls in 1838.

QUEEN'S.

1. Lee, Stanlake.
 2. Glazbrook, Robert.
 3. Welsh, Jas.
 4. Robinson, John.
 5. Meyrick, Jas.
 6. Todd, Jos.
 7. Eversley, John.
 8. Penny, Chas. J.
- Coxn.*—Berkeley, Geo. T.

LADY MARGARET.

1. Shadwell, Alfred H.
 2. Colquhoun, Patrick.
 3. Wood, H. O.
 4. Antrobus, Edmund.
 5. Budd, R. H.
 6. Fane, W. D.
 7. Fletcher, Ralph.
 8. Hurt, Robert.
- Coxn.*—Jackson, Curtis.

In these two Leander matches, and also at Putney in the following years, in the 'lightning crew,' the present Master of the Rolls rowed for his University, a worthy wearer of the mantle (or shall we say 'jersey'?) of Selwyn and Wordsworth, and it was to his bitter experiences in the ill-starred match of 1838 that the chairman of the Jubilee Dinner attributed his distinguishing love of fairness as a judge, and 'detestation of iniquity in any shape.'

CHAPTER IV.

1839.

*THE SECOND WESTMINSTER TO PUTNEY MATCH, O.U.B.C.
FOUNDED; HENLEY REGATTA INSTITUTED.*

IN 1839, Oxford came to terms, and a match was made for the London water, to come off in the Easter vacation. Cambridge, thanks in a great measure to their superior organisation, won; Oxford were but just starting their U.B.C., and could boast neither organisation nor experience. The weights of the crews are not recorded, but the approximate weights of the Oxford crew have been kindly supplied by the Rev. Stanlake Lee, bow of the Oxford boat. The Cambridge, it is stated, were a finer and heavier lot of men; besides which, their style had been much improved during the past two years by their Leander matches, and by the coaching which they had meantime received from T. S. Egan. The stroke of Stanley, who had been captain of 'the boats' at Eton in 1835, a post to which in 1837 he had been succeeded by his present opponent, Mr. Garnett, remained a household word for style and effect for many a later year. It is said, in a rowing treatise, that his oar seemed to describe a perpetual succession of segments of a circle without the smallest pause or "hang." He was the ideal oarsman for his own and for all time. *Nec viget quidquam, simile aut secundum.* His crew, which was long after known as 'the lightning crew,' is memorable as the practical exemplification of the only true style of oarsmanship and method of training first taught by Egan at Cambridge, and subsequently by Menzies and Shadwell at Oxford. In this brilliant crew rowed a future Fellow of the Royal Society, Mr. War-

ington Smyth, and (as we have seen) the present Master of the Rolls, here as elsewhere head and hands working together to command success.

Oxford were by no means well together, and rowed too much in a sea-going style, as if they were snatching at the waves; while Cambridge used their bodies, and swung steadily fore and aft more in the river style of rowing. The race was as hollow as it well could be; from start to finish Oxford were astern, and Cambridge won by upwards of a minute and a half.

Westminster to Putney, 3rd April 1839, 4.47 p.m.

CAMBRIDGE.

	st.	lbs.
1. Shadwell, Alfred H., Lady Margaret, . . .	10	7
2. Smyth, W. W., 2d Trinity, . . .	11	0
3. Abercrombie, J., Caius, . . .	10	7
4. Paris, A., Corpus, . . .		
5. Penrose, C. T., 1st Trinity, . . .	12	0
6. Yatman, W. H., Caius, . . .		
7. Brett, W. B., Caius, . . .	12	0
8. Stanley, E. S., Jesus, . . .		
<i>Coxn.</i> —Egan, T. S., Caius, . . .	9	0

OXFORD.

	st.	lbs.
1. Lee, S., Queen's, . . .	10	4
2. Compton, J., Merton, . . .	11	5
3. Maberly, S. E., Christ Church, . . .	11	4
4. Garnett, W. J., Christ Church, . . .	12	10
5. Walls, R. G., Brasenose, . . .	13	0
6. Hobhouse, R., Balliol, . . .	12	0
7. Powys, P. L., Balliol, . . .	12	0
8. Bewicke, C., University, . . .	11	5
<i>Coxn.</i> —Ffooks, W. W., Exeter, . . .	10	2

Average,	11	10½
----------	----	-----

In this year Henley Regatta was founded, the Grand Challenge being the *pièce de résistance*. Neither of the Universities contended, so the competition hardly comes within the category of 'battles of blues;' still it is worthy of record as being the first of its kind, and the honours belong to 1st Trinity, Cambridge,

who won the now time-honoured trophy against three other competitors, two of which were College crews from Oxford, and the third the Oxford Etonian Club. Petty jealousies existed among the various Colleges at Oxford, which rendered successful combination against the common enemy impossible, and though the O.U.B.C. was founded this year, the first President being Calverley Bewicke, by whom the meeting of strokes for the formation of the club had been called (the stroke of the boat in those days was *ex officio* captain of the club, and the 'cox' next in importance), it took three years before it bore good fruit, under the able generalship of Messrs. Menzies and Shadwell.

Oxford had still to be schooled in adversity before they learnt that *Fas est et ab hoste doceri*. But they persevered year after year, until, as later chapters will show, they turned the tide of ill-success, and the O.U.B.C., like Rome of old—

“ Duris ut ilex tonsa bipennibus
Nigræ feraci frondis in Algido,
Per damna, per cædes, ab ipso
Ducit opes animumque ferro.”

In this year the Etonians then at Oxford challenged the rest of the University to row a match over the Abingdon Long Course, but for various reasons they consented the next day to withdraw the challenge.

CHAPTER V.

1840.

THE THIRD WESTMINSTER TO PUTNEY MATCH.

ALTHOUGH in this year Oxford were again defeated, they showed that their new organisation of an University Boat Club had not been fruitless, for they came nearer to Cambridge than they had in their two preceding matches on London water, and for some considerable distance of the course held a commanding lead. Their trainer was R. Coombes. Cambridge men found much fault with the want of judgment shown in allowing the Oxford captain to increase the speed of his stroke to the incredible rate of fifty-three per minute in practice. Egan's account of the race is that of these crews Oxford was undoubtedly the better, and led easily until getting into Chelsea Reach, where they were so completely taken out of the tideway along the Battersea shore, which in those days formed a bight of still water, that Cambridge in mid-stream obtained the lead, and went first, though by only a short distance, through Battersea Bridge. Here additional advantage was afforded them by Oxford's fouling their oars against the piers, which were by no means easy to avoid, because the set of the flood-tide runs obliquely through the arch. But even then, in going through Putney Bridge Oxford had again overtaken and overlapped the steerer of the other boat. The race took place at Easter. There had been a good deal of discussion between the Presidents prior to the arrangement of the terms of this match, as to whether or not Bachelors should be admitted to row. Oxford wished the race to be confined to undergraduates, but Cambridge would not consent to this. Event-

ually Oxford had to give way. Cantabs only put on their gowns in the Lent term, therefore many of their men who would be undergraduates at Christmas would pass into Bachelorhood before Easter. Oxonians take degrees chiefly at the end of midsummer and autumn terms; consequently their Bachelors have, as a rule, gone out of residence by the ensuing Lent term—at least it was almost invariably so in the days of which we are writing. In these days the increase in the number of schools enables an Oxonian to take his degree, and yet to continue to offer himself for further examination at a subsequent date. The degree now, instead of closing the career, comes almost in the middle of it in the case of a man who is ambitious for many schools.

Westminster to Putney, Wednesday, 15th April 1840, 1.30 p.m.

CAMBRIDGE.

	st.	lbs.
1. Shadwell, A. H., Lady Margaret, . . .	10	7
2. Massey, W., 1st Trinity, . . .	11	0
3. Taylor, S. B., 1st Trinity, . . .	11	7
4. Ridley, J. M., Jesus, . . .	12	8
5. Uppleby, G. C., Magdalene, . . .	11	12
6. Penrose, F. C., Magdalene, . . .	12	1
7. Jones, H., Magdalen, . . .	11	9
8. Vials, C. M., 3d Trinity, . . .	11	6
<i>Coxn.</i> —Egan, T. S., Caius, . . .	9	0
Average,	11	8

OXFORD.

	st.	lbs.
1. Mountain, J. G., Merton, . . .	11	0
2. Pocock, J. J. I., Merton, . . .	11	2
3. Maberly, S. E., Christ Church, . . .	11	4
4. Rogers, W., Balliol, . . .	12	10
5. Walls, R. G., Brasenose, . . .	12	7
6. Royds, E., Brasenose, . . .	12	4
7. Meynell, G., Brasenose, . . .	11	10
8. Somers-Cocks, J. J. T., Brasenose, . . .	11	3
<i>Coxn.</i> —Garnett, W. B., Brasenose, . . .	9	7
Average,	11	10½

The approximate weights of the Oxford crew as given here have been kindly supplied by Mr. Somers-Cocks, the stroke. Those of

the Cambridge men have been furnished by the oarsmen themselves. The two strokes of this year had rowed for Westminster in 1837, when Mr. Rogers, No. 4 in the Oxford boat, had rowed for Eton against them.

We have said that the O.U.B.C. had been founded just before the date of this match. Another cause, which, though of comparatively small importance, is historical, had contributed to make rowing popular at the University. The old state barges belonging to the Lord Mayor of London and the City Companies being put up for sale, it occurred to the O.U.B.C. to buy one, and utilise it as a club dressing and reading room. It answered so well that several of the Colleges followed the example of the O.U.B.C., and some four or five of these quaint craft were soon anchored in the river. The luxury which these barges afforded was a strong inducement to rowing. It may be mere coincidence, but twenty years ago those Colleges which had no barges occupied far less prominent positions on the river, upon an average, than those which boasted a floating dressing-room. The comfort of dressing on the spot, instead of toiling up and down from College in flannels, went a long way to make rowing popular in those Colleges which could offer such accommodation to their oarsmen.

CHAPTER VI.

1841.

*THE FOURTH WESTMINSTER TO PUTNEY MATCH.
C.S.R. AND LEANDER ROW TWO MATCHES.*

It seemed as if Oxford in the last match had begun to turn the corner. Their style was admitted on all sides to have been a great improvement upon that of previous years, and their failure had been with some show of reason ascribed to want of condition as much as to anything else. But this gleam of the dawn of better days proved illusory, for this year, instead of avenging their three successive defeats, they were again easily beaten in a match over the London water. The race had now taken place two years in succession, and both Universities began to look upon it as an annual affair, always provided that the two Presidents could agree as to a time and place for meeting. The *lex non scripta* which in these days settles the date and scene of action of these matches was not then of sufficient standing to form a precedent. Oxford wished to row in June, when their best men would be in practice from the recent College Eight races. But Cambridge term broke up early that year, and it was found to be impossible to keep the men together far into the middle of June, after Long Vacation had begun. So Cambridge stood out for an Easter fixture, and Oxford gave up the point. As will be seen from the weights given, Oxford were the lighter crew by a few pounds, and they had no men in the middle of the boat so powerful as the Cantab 6, 5, and 4. In the race, Oxford was cut down from the outset, and Cambridge won by 10 yards.

Of this Cambridge crew it is remarkable that J. M. Croker, the coxswain, was 8th Wrangler, his brother, W. R. Croker, 9th Wrangler.

Westminster to Putney, Wednesday, 14th April 1841, 6.10 p.m.

CAMBRIDGE.

	st.	lbs.
1. Croker, W. R., Caius,	9	12
2. Denman, Hon. L. W., Magdalene,	10	12
3. Ritchie, A.M., 1st Trinity,	11	10
4. Ridley, J. M., Jesus,	12	7
5. Cobbold, R. H., Peterhouse,	12	4
6. Penrose, F. C., Magdalene,	12	0
7. Denman, Hon. G., 1st Trinity,	10	7
8. Vialls, C. M., 3d Trinity,	11	7
<i>Coxn.</i> —Croker, J. M., Caius,	10	8
Average,	11	5½

OXFORD.

	st.	lbs.
1. Bethell, R., Exeter,	10	6
2. Richards, E. V., Christ Church,	11	2
3. Mountain, J. G., Merton,	10	9
4. Royds, E., Brasenose,	11	13
5. Hodgson, H. W., Balliol,	11	10
6. Lea, W., Brasenose,	11	7
7. Meynell, G., Brasenose,	11	11
8. Somers-Cocks, J. J. T., Brasenose,	11	4
<i>Coxn.</i> —Wollaston, C. B., Exeter,	9	2
Average,	11	4½

At Henley this year seven boats entered for the Grand Challenge Cup, but only four started. Leander, it will be remembered, were the holders. In the trial heat the Cambridge Subscription Rooms (London) beat Trinity College (Oxford), and the John Cross Club (Oxford). 'Bell's Life' calls his last a University College Club, but there were a Magdalen man, two Oriel men, and one St. John's man in it. The race was very close one, and resulted in favour of the C.S.R. crew. The final heat was rowed the next day between the two following crews:—

Grand Challenge Cup, Henley, 1841.

C.S.R.

	st.	lbs.
1. Denman, Hon. G., 1st Trinity, . . .	10	8
2. Shadwell, A. H., Lady Margaret, . . .	10	9
3. Cross, W. A., 1st Trinity, . . .	10	6
4. Anson, T. A., Jesus, . . .	12	8
5. Yatman, W. H., Caius, . . .	10	10
6. Jones, W. M., Caius, . . .	11	10
7. Vials, C. M., 3d Trinity, . . .	11	9
8. Brett, W. B., Caius, . . .	11	10
<i>Coxn.</i> —Egan, T. S., Caius, . . .	9	6

LEANDER.

	st.	lbs.
1. Shepheard,	10	2
2. Layton,	10	11
3. Julius, W.,	11	6
4. Romaine,	11	8
5. Jenkins	12	3
6. Wallace,	11	7
7. Wood,	10	12
8. Dalglish,	11	2
<i>Coxn.</i> —Gibson, H.,	11	0

Cambridge won the toss and took the Berkshire shore. The race unfortunately terminated in a foul, which was given in favour of Cambridge. The Leander challenged Cambridge to row again, but Cambridge declined, as it was the second occasion on which the races between the two clubs had terminated in the same unsatisfactory way. But they made a match after all, which they rowed from Putney to Mortlake in the autumn.

The weather was most boisterous, and a perfect sea was running in Chelsea Reach, so that the boats could not keep the centre of the river, for fear of being swamped, a circumstance which told greatly to the disadvantage of the Rooms. Leander got the lead soon after starting, and maintained it to the finish without much difficulty. So late in the year the Rooms had foreseen that there as little hope of keeping a crew together, sufficiently good to sure success, but the chief object after the numerous foulings hich had occurred was to smooth away all irritation which xisted by a race fairly rowed out, and a friendly dinner, and the object was obtained.

CHAPTER VII.

1842.

THE FIFTH WESTMINSTER TO PUTNEY RACE.

'It is a long lane that has no turning ;' and so Oxford found at last in 1842. People had begun to say that Oxford would never win a match on the London water ; that they were so far behind Cambridge in watermanship and science that it was hopeless to compete. But a new light had arisen upon Oxford's darkness in the person of F. N. Menzies of University, who had been elected President of the O.U.B.C. at Michaelmas 1841. It is scarcely too much to say that this radical reformer completely revolutionised the style of rowing then in vogue, by substituting for the short digging 'waterman's stroke,' as it was called, the long sweeping stroke with sharp catch at the beginning, which has ever since been held to be the only true form of good oarsmanship. By way of bringing his heterodoxy to a practical test, he selected and trained a crew on his own principles, with the result that on trial they surpassed the University crew. In this crew was his intimate friend and apt pupil George Hughes, who under his instructions and training won the University pair in the following year (1842), rowing stroke to a freshman of his college (Wilberforce). In Michaelmas term, 1841, it became clear to all judges of rowing that Menzies was right, and he was elected President of the O.U.B.C.

By a memorable coincidence Mr. Shadwell had, in due season, migrated from the sister University in the previous autumn, where he had, as the winner of the Colquhoun sculls, and other lesser aquatic triumphs, exemplified the truth of Eggar's

doctrine which he had been promulgating at Cambridge for the past two or three years, and enthusiastically joined hands with Menzies in his crusade against bigotry and prejudice in high places.

Messrs. Menzies and Shadwell, moreover, founded a purely amateur system of coaching, or rather, brought to perfection that which had been partially attempted by Oxford two years previously. They dispensed with watermen's advice, and sought, by coaching upon scientific principles, to teach young hands to see the cause as well as effect of faults, and by so doing to understand how to cure them. They also sought to relax the barbarous rules of training then in vogue, and to introduce a more liberal and reasonable diet, modified to meet the varying constitutions of the crew.

One of the strong points in their system was the rule that every oarsman should turn out early six days of the week for smart trotting exercise, which was exchanged on Sundays for a long brisk walk. But no one was overtrained. The captain and coxswain looked carefully after the health of their crew, the principle of their whole practice being the maintenance of the 'long drag' over the whole course, and even farther, until the factors of the machine were welded into uniformity. Not till that had been achieved was the racing stroke introduced.

Such was the system of the Oxford stroke and coxswain of 1842, and the result was a turn of the tide which had so long set in the direction of Cambridge success.

Cambridge had five veterans in their boat; the Oxford men were all new hands. No wonder that the former were the favourites. But these new hands had one and all been trained on the system just mentioned, and were better subjects for tuition than the old oars, inasmuch as they had only to be taught, and did not require to be first untaught.

Of the crew which Oxford sent to the post six rowed in the celebrated Henley crew of the following year, which, reduced in final heat to a 'glorious seven' by the illness of Mr. Fletcher Menzies, their stroke, accomplished the most wonderful feat in rowing annals—one which is to this day a household word.

Bow of the Oxford crew, subsequently Bishop of Labuan,

is now a Suffragan Bishop in England. To look at his massive frame no one would think that he once scaled 9 st. 8 lbs., even when trained to 'fiddle-strings.' Like the late lamented Bishop Selwyn, he is endowed with a remarkable diversity of mental and physical gifts, which, combined with his medical training, for he was a Fellow of the College of Surgeons before he took orders, specially fitted him for the life of a colonial Bishop, an exceptionally arduous calling to which 'Old Blues' have contributed three notable members, the two Selwyns (father and son) and M'Dougall.

The Hon. Mr. Justice Denman, No. 7 in the Cambridge boat, is a striking instance of what may perhaps not irreverently be called the 'old blue mixture' of physical and mental excellence. Fellow of his college, senior classic of his year, and now a judge, he not only was a winner of the Colquhoun sculls, but as was stated by the chairman at the Jubilee Dinner he rowed in 101 races and lost only 13. He has on many occasions taken the chair at the annual dinner of the crews, and has, by his courteous readiness to participate in all matters affecting the interests of the U.B.C.'s, endeared himself to oarsmen of all ages.

Penrose, No. 4 in the Cambridge boat, who had also rowed in the two previous years, following in the wake of his elder brother, is now architect in charge of St. Paul's Cathedral, and gave evidence of his special skill as a draughtsman and of his classical bent and knowledge in the invitation card which he kindly designed for the Jubilee Dinner, 1881, and of which a facsimile appears in the large-paper copies of the original edition of this Record.

To return to the race. It took place on June 11, after much correspondence between the respective secretaries of the two U.B.C.'s as to the fixture and as to the composition of the crews. As a matter of fact, no member of either crew had taken his degree more than one term, though Cambridge had declined to accept any hard and fast rule to that effect.

Oxford were an unusually powerful crew for those days. was a new feature to see an oarsman of such weight as thei No. 5 in any crew, but this was the result of the coaching above alluded to, and it says much for the judgment of the President that he was able to overcome the old-fashioned prejudice against

men over 13 stone, who in those days, and even later, were generally supposed to be incapable of 'rowing their weight,' whatever the term may mean.

The race, which was rowed with the flood from Westminster Bridge to Putney, was not a very hollow one, but it was decisive, and was the last rowed by the Universities over the long six-mile course. Oxford led from start to finish; by their own account they led a length at Vauxhall, four at Battersea, and six at Putney. The day, June 12, was a hot day in a very hot summer. Great precautions had been taken by the careful Oxford captain against the danger of his men's collapsing through the heat. In Chelsea Reach, No. 7, who had lost his straw hat, began to look visibly faint and much distressed, when the coxswain reminded him that a slice of lemon was placed in each man's thwart within his reach. This revived him; and at the same moment the captain, Menzies, took off his own straw hat and gave it to him. A second danger threatened Oxford, owing to the dense cramming of boats a little below Putney Bridge, where the Leander crew came so nearly athwart the racing boat's bow, that the coxswain, in order to make sure of the arch, stood up, and by his shouting cleared the course. By this accident he learned that it was possible to stand up and survey calmly all going on within and without the boat, even when manned by a University crew, and travelling at greatest speed. Thenceforth it became the general practice for the coach when steering to stand up and address his men, steadying himself by the tightened yoke-lines.

Westminster to Putney, Saturday, 11th June 1842, 3.43 p.m.

OXFORD.

	st.	lbs.
1. M'Dougall, F. T., Magd. Hall, . . .	9	8
2. Menzies, Sir R., University, . . .	11	3
3. Breedon, E. A., Trinity, . . .	12	4
4. Brewster, W. B., St. John's, . . .	12	10
5. Bourne, G. D., Oriel, . . .	13	12
6. Cox, J. C., Trinity, . . .	10	8
7. Hughes, G. E., Oriel, . . .	11	6
8. Menzies, F. N., University, . . .	10	12
Coxn.—Shadwell, A. T. W., Balliol, . .	10	4
Average,	11	9½

CAMBRIDGE.

	st.	lbs.
1. Tower, E., Lady Margaret, . . .	10	2
2. Denman, Hon. L. W., Magdalen, . . .	10	11
3. Watson, W., Jesus, . . .	10	13
4. Penrose, F. C., Magdalen, . . .	11	10
5. Cobbold, R. H., Peterhouse, . . .	12	6
6. Royds, J., Christ's, . . .	11	7
7. Denman, Hon. G., 1st Trinity, . . .	10	9
8. Ridley, J. M., Jesus, . . .	12	0
<i>Coxn.</i> —Pollock, A. B., 1st Trinity, . . .	9	7
Average,		11 3 $\frac{3}{4}$

CHAPTER VIII.

1842 continued, and 1843.

'SEPTEM CONTRA CAMUM.'

THE two Universities were to have met at Henley in the same month as that in which the last match had taken place. But it transpired during the practice at Henley that sundry of the C.U.B.C. crew had also made a double entry for the Grand Challenge, under the flag of the Cambridge Subscription Rooms, so that if the C.U.B.C. did not win their heat, the pick of the crew could reinforce their older brethren. Oxford objecting to these tactics, scratched. The C.U.B.C. rowed two preliminary heats : the first against King's College, London, which they won easily ; the second against the Oxford Aquatic Club, which was a London club of old Oxford men, similar to the Cambridge Subscription Rooms, and this they also won after a hard race. In both these heats Cambridge was steered by Egan. The final heat lay therefore between Cambridge University and the Cambridge Rooms, who were the holders. After a close race the Rooms won.

Grand Challenge Cup, Henley, 1842.

C.S.R.

	st.	lbs.
1. Yatman, W. H., Caius, . . .	10	10
2. Shadwell, A., John's, . . .	10	9
3. Uppleby, G. C., Magdalen, . . .	11	2
4. Lonsdale, J. G., 1st Trinity, . . .	12	4
5. Ritchie, A. M., 1st Trinity, . . .	12	0
6. Jones, W. M., Caius, . . .	11	10
7. Selwyn, C. J., 2d Trinity, . . .	11	12
8. Beresford, J., Peter's, . . .	10	10
Coxn.—Egan, T. S., Caius, . . .	9	2

Average,	11	5½
----------	----	----

C

C.U.B.C.

	st.	lbs.
1. Tower, E., John's,	10	2
2. Denman, Hon. L. W., Magdalen,	10	11
3. Watson, W., Jesus,	10	13
4. Vials, C. M., 3d Trinity,	11	9
5. Cobbold, R. H., Peter's,	12	6
6. Royds, J., Christ's,	11	7
7. Denman, Hon. G., 1st Trinity,	10	9
8. Ridley, J. M., Jesus,	12	0
<i>Coxn.</i> —Pollock, J. C., 3d Trinity,	10	2

Average, 11 3 $\frac{1}{2}$

C. J. Selwyn, No. 7 in the C.S.R. boat, and brother of 'the Selwyn,' preceded the present Mr. Justice Chitty as umpire of the Putney match for many years. He became Lord Justice of Appeal. J. Beresford was probably the best stroke in either University at this time: an Etonian, without the faults of his school.

This left the 'Rooms' crew the holders of the cup of 1843, in which year occurred the celebrated 'seven-oar' episode—already alluded to in a former chapter—in the final heat for the Grand Challenge. The C.U.B.C. had entered, but withdrew. 'Black Prince' (1st Trinity) represented Cambridge rowing for the day. In later years it was reckoned *infra dig.* for a U.B.C. crew to row against a mere College crew; but at this date no such prejudice existed. Oxford beat Black Prince and the Oxford Etonians with great ease in the trial heats.

Grand Challenge Cup, Henley, 1843.

THE 'SEVEN-OAR.'

	st.	lbs.
1. Menzies, Sir R., University,	11	3
2. Royds, E., Brasenose,	12	0
3. Brewster, W. B., St. John's,	13	0
4. Bourne, G. D., Oriel,	13	12
5. Cox, J. C., Trinity,	11	12
6. Lowndes, R., Christ Church,	11	2
7. Hughes, G. E., Oriel,	11	11
<i>Coxn.</i> —Shadwell, A. T. W., Balliol,	10	8

Average, 12 1 $\frac{1}{2}$

C.S.R.

	st.	lbs.
1. Yatman, W. H., Caius,	10	12
2. Shadwell, A. H., Lady Margaret, . .	11	0
3. Mann, G., Caius,	12	0
4. Ridley, J. M., Jesus,	12	6
5. Cobbold, R. H., Peterhouse,	12	5
6. Jones, W. M., Caius,	11	12
7. Denman, Hon. L. W., Magdalen, . .	10	11
8. Vialls, C. M., 3d Trinity,	11	13
<i>Coxn.</i> —Egan, T. S., Caius,	9	6

Average, 11 9

The Oxford stroke, Mr. F. Menzies, had been in a weak state of health for some days during practice, and on the opening day of the regatta his medical adviser had recommended total rest; but he would not leave his crew in the lurch, and was preparing to take his seat in the boat, almost reeling from giddiness, when he fainted away in No. 5's arms. The crew laid him on a sofa, and bore him in procession to their hotel. At the request of the stewards a little delay was granted, in hopes that Mr. Menzies would recover; but it was soon apparent to the doctors, who at once attended him, that it would not only be hopeless for him to attempt to sit in a boat again for some days to come, but also that it would be as much as his life was worth to try to do so. There was a good oar of University College (H. E. Chetwynd-Stapylton) on the bank, and Oxford asked the 'Rooms' if they would allow him to row as a substitute. The 'Rooms' objected the rules of the regatta allowing no such substitution after a heat had once been rowed by a crew. Oxford then held a council of war, and decided to do their best with seven oars. No. 7 moved to stroke, and bow to 7, bow's seat being vacant. The reason of this policy lay in the fact that the wind being strong abeam on the starboard or bow side, more power was required on the stroke side to keep the boat's stem to windward, because an eight-oar makes much more dead leeway than a shorter craft. In sculling, the labour scull is that to windward, the boat always having a tendency to come up to windward, and requiring to be kept away, while the longer eight-oar requires to be kept to it, and the faster the pace the greater is the pull on the windward rudder

line. To keep the rudder over against one side for long would be fatal to a boat's crew deprived of one-eighth of its propelling power. It is ignorance of this principle just explained which causes so much irregular steering on a strong side-wind, by which the boat is hindered from keeping a straight course. The boat, in fact, though bodily moving in a straight line, has her bows somewhat inclined to the shore from which the wind is blowing.

The Cantabs, when they saw what was going on, rowed to the steward's stand and appealed to the stewards whether they were bound to row against a seven-oared crew. The stewards ruled that they must row or abandon the cup. Oxford rowed down to the island. The 'Rooms' followed them, and offered to allow a substitute. Oxford now rejected the offer in their turn. The 'Rooms' debated among themselves whether they should not land one of their men, to make an equal match, or send some one overboard after the start; but these proposals were eventually abandoned.

Oxford had the outside station, the wind blowing fresh off the Bucks shore. They started; before they reached Remenham Gate it was a very open question whether the Oxford seven were not as good as the Cambridge eight. And so they proved, and even better. Off Fawley Court they began to lead, and drew away steadily. Below Poplar Point they were clear, and, taking their opponents' water, went in winners by nearly a length's daylight.

The boat in which they rowed has a history of its own, unique as the race which immortalised her. She was built in the yard of Messrs. King of Oxford by Taylor, of English oak, as thin as was consistent with strength. The captain to a great extent planned her, and, it is said, worked on her himself. Certainly he and the coxswain spent portions of many days in the loft when she was on the stocks, and there was not a single flaw in the whole structure. No such craft had been built before, because no crew weighing over 96 stones had ever been put together for match. She was just as roomy as she ought to be to carry 11 men, and no more, and notwithstanding her greater size, she was less heavy in the scales than the smaller ship of the preceding year. Having won all her races for two years, she was laid 1

in dignified repose, and in later years was purchased by Mr. Alderman Randall, of Oxford, who in 1867 invited the seven, with their quondam stroke, to a banquet at Oxford, which all but one of the crew, and most of the leading oarsmen of Oxford, attended. He then presented to the O.U.B.C. a chair the back of which is composed of that part of the boat which contained the coxswain's seat. The yoke-lines are still religiously preserved in the coxswain's house.

The following inscription is engraved upon a silver plate let into the chair :—

Hanc quam spectas
sedem ipsam gubernatoris
in sellam transformatam
Carinæ
in qua apud Henlegam Tamesianam
anno MDCCXLIII
septem Remorum
victoria reportata est ;
quibus honoribus
In Scholis, in Senatu, in Foro, in Ecclesiâ,
Artibus, Armis,
Ludis campestribus vel aquaticis,
ubique alumni potiti sunt,
horum care et jucunde memor,
Gratiarum haud oblitus,
Academici Oxoniensis Remigum Consortio
Civitatis non ignobilis
Oxonie civis
D. D.
Thomas Randall
MDCCCLXVII.

SEPTEM.

- I.
- II. Robertus Menzies e coll. Univ.
- III. Edvardus Royds e coll. Æn. Nas.
- IV. Gulielmus B. Brewster e coll. D. Jo.
Bapt.
- V. Georgius D. Bourne e coll. Oriel.
- VI. Joannes Carolus Cox e coll. Trin.
- VII. Ricardus Lowndes ex æde Christi,
olim I.
- VIII. Georgius Edvardus Hughes e coll.
Oriel, olim VII.
- vice Fletcher Norton Menzies e coll. Univ.
qui inter sodales remigii facile princeps,
febri furenti ipsâ horâ certaminis parumper
succubuerat.
- Arturus Thomas W. Shadwell e coll. Ball.
Gubernator.
- Eneas Gulielmus Mackintosh e coll. Univ.
Magister.
- January 29, 1868.

The five survivors of the 'seven-oar' crew were all present at the Commemoration Dinner. Colonel Brewster, after good service as Captain and Adjutant of the Rifle Brigade, became the first Colonel of the Inns of Court Volunteers, and subsequently died of cholera. Of Mr. George Hughes, brother of the well-known author of 'Tom Brown,' a special notice will be found in the chapter headed 'Honours taken by Old Blues.'

A week later the O.U.B.C. went to London for the newly founded Thames Regatta. Mr. F. Menzies was still too ill to row, but a new bow was found in Mr. H. E. Chetwynd-Stapylton ; the rest of the crew occupied the same seats as in the seven-oar. They won the Gold Cup, beating Leander and C.S.R. after a series of ouls.

CHAPTER IX.

1844.

THAMES REGATTA: O.U.B.C., C.U.B.C., AND LEANDER;
HENLEY, O.U.B.C.

THE whole of the 'glorious seven' disappear from Oxford aquatics in the year succeeding their triumph. Their names do not figure in any of the University crews. Mr. George Hughes and his brother both rowed in the Oriel boat in the following November term, when she won the University fours. He was prevented from rowing for Oxford the following year (1844), by his preparations for the Schools—but he played in the University Eleven at Lords in the summer, and so won his 'Double Blue.' No University match could be arranged this year (1844); but the O.U.B.C. crew, who had won the Gold Cup of the New Thames Regatta, had to win it twice more to make it their own, and they put their crew in work betimes in the summer term.

Mr. Tuke, a distinguished Eton oarsman, had lately come into residence; with W. Chetwynd-Stapylton and Wilson, his present shipmates, he had rowed twice against Westminster (in 1842 and 1843), in the former of which races Milman, 3 in the Oxford boat at the Thames Regatta this year, was rowing. It was mentioned by the chairman at the Public Dinner that Mr. Tuke was also distinguished amongst his fellows as the father of eleven sons each as tall as himself, and constituting, as a Cambridge arithmetician promptly calculated, sixty-six feet of sons! Truly '*fortes creantur fortibus.*'

Oriel seems to have had a faculty for providing giant 5s in those days; Mr. G. D. Bourne had retired, but another Colossus, Mr. W. Buckle, of exactly the same weight, came from the same

precincts to fill his place. There was a plethora of rowing talent just then in Oxford, the result of the schooling of Messrs. Menzies and Shadwell; and though the champions of the last year were one and all out of training, Oxford was able to win both the Gold Cup of the Thames Regatta and the Grand Challenge at Henley, with a crew differently constituted on each occasion. At Henley, Oxford had nothing much to beat, for Cambridge and Leander, with the result foreshadowed after Oxford's Thames Cup victory, declined competition. The race, however, for the Thames Cup was thoroughly decisive of Oxford's superiority, for they won very easily by four lengths. Cambridge had had changes in their crew up to the very day of the race, and were hardly able to do themselves justice. It is, however, significant of the great strides which rowing at the Universities had made during the last few seasons up to this date, that the far-famed Leander had on this occasion to play second fiddle to both U.B.C.'s; even the half-scratch crew of Cambridge finishing as much as half-a-dozen lengths ahead of them. Yet in this same Leander crew we find no less than three amateur champions of the Thames, and their stroke, Mr. Dalgleish, was well known as one of the very best oars of his day for his weight. The three champion scullers were Messrs. Peacock, Julius, and Bumpstead. Mr. Julius had a son who in modern times has distinguished himself as an oar on the Thames, and though not quite so much in the first flight as his stalwart father, has done good service for the Ino Club, and has won several sculling races.

The Thames Regatta—Chiswick Eyot to Putney Bridge, 1844.

OXFORD.

	st.	lbs.
1. Chetwynd-Stapylton, W., Merton, . . .	10	8
2. Spottiswoode, W., Balliol, . . .	10	6
3. Milman, W. H., Christ Church, . . .	11	0
4. Morgan, H., Christ Church, . . .	12	11
5. Buckle, W., Oriel, . . .	13	12
6. Dry, W. J., Wadham, . . .	11	5
7. Wilson, F. M., Christ Church, . . .	12	8
8. Tuke, F. E., Brasenose, . . .	11	9
Coxn.—Shadwell, A. T. W., Balliol, . . .	10	8
Average,	11	1 $\frac{1}{2}$

CAMBRIDGE.

	st.	lbs.
1. Raven, J., Magdalene, . . .	8	13
2. Venables, H., Jesus, . . .	10	2
3. Mann, G., Caius, . . .	10	7
4. Cloves, W. P., 1st Trinity, . . .	11	11
5. Brookes, T. W., 1st Trinity, . . .	11	9
6. Richardson, J., 1st Trinity, . . .	11	12
7. Nicholson, W. N., 1st Trinity, . . .	10	3
8. Arnold, F. M., Caius, . . .	11	11
<i>Coxn.</i> —Egan, T. S., Caius, . . .	10	0
Average,	10	12

LEANDER.

	st.	lbs.
1. Soanes,	9	3
2. Peacock,	10	0
3. Lee,	12	0
4. Hodding,	11	6
5. Julius,	12	0
6. Bumpstead,	12	0
7. Jefferies,	9	4
8. Dalgleish,	10	6
<i>Coxn.</i> —Shepherd,	10	0
Average,	10	11½

Of No. 2 in the Oxford boat, Spottiswoode, it is enough here to record that he now lies amongst England's heroes in Westminster Abbey, close by the river on which he first learnt those lessons of patience and perseverance, which he steadfastly, for the benefit of all ages, practised to the end.

Of the Cambridge crew, No. 3 had been one of the Cambridge Rooms crew defeated by the 'seven-oar' the year before. Stroke, now the Rev. F. M. Arnold, is well known to this day as a frequenter of Henley, and as the President of the Kingston Rowing Club from its foundation. To his support much of the success of Kingston in former years is to be traced. He and his fellow collegian, Mr. Mann (now dead), were the crack pair-oar of their time, and won the Silver Goblets of Henley with great ease. The Cantab bow may be noted as the lightest oar that ever rowed in a University race.

The Caius eight, which had beaten Lady Margaret in the trial heat, and which numbered amongst its crew the senior and fourth wranglers of the year, were the sole opponents of Oxford for the Grand Challenge. Mr. Raven, as an ex-member of Caius, rowed for that College, though his name was at the time on the books of Magdalen.

The Oxford crew, who won the Cup (with three new hands), was made up thus :—

Grand Challenge Cup, Henley, 1844.

OXFORD.

	st.	lbs.
1. Chetwynd-Stapylton, W., Merton, .	10	8
2. Spottiswoode, W., Balliol, .	10	6
3. Chetwynd-Stapylton, H. E., University,	10	10
4. Spankie, J., Merton, .	11	4
5. Wilson, F. M., Christ Church, .	12	8
6. Tuke, F. E., Brasenose, .	11	9
7. Conant, J. W., St. John's, .	12	7
8. Morgan, H., Christ Church, .	12	7
Coxn.—Shadwell, A. T. W., Balliol, .	10	0
Average,		11 7 $\frac{3}{8}$

They rowed here, as also in London, in the 'seven-oar' ship of 1843. None like her could be found to carry a heavy and powerful crew, and Shadwell, who attended their practice, had persuaded them to abandon their new inadequate craft and row in one sufficiently large to carry them. How often would the tables have been turned in the last twenty years, if those who lost had had the courage to row in a boat which would really carry their weight plus their power! It scarcely ever happens now that any boat has floor enough for its burden.

Of these new hands, we regret to hear, on the eve of going to press, of the sudden death at Surbiton of the Rev. J. W. Conant. He was a popular member of the Kingston Rowing Club, and one of his sons has won prizes at several regattas, and made a creditable fight for the Diamond Sculls. His other son, twin brother of the sculler, rowed in the Kingston eight.

The Stewards' Cup at Henley that year was won by an J.U.B.C. crew :—

- | | |
|------------------------------------|----------------------------------|
| 1. Chetwynd-Stapylton, W., Merton. | 3. Wilson, F. M., Christ Church. |
| 2. Dry, W. J., Wadham. | 4. Tuke, F. E., Brasenose. |
| <i>Coxn.</i> —Lewis, G. B., Oriel. | |

Of these four oarsmen, all had lately figured in one or both of the O.U.B.C. eights manned at Putney and Henley. The coxswain, now Vicar of Kemsing, Sevenoaks, seemed to have a special gift for steering winning fours. In addition to this race he steered his College (Oriel) four when winning the University fours from six other competitors; also the O.U.B.C. four when they won the Stewards' Cup at Henley in 1845, and again at the Thames Regatta the same year; and had steered George Hughes (of the seven-oar) and Wilberforce when they won the University Goblets in 1842. In this year Lent Term Races were introduced at Oxford, with the hope, and result, of familiarising Oxford men with rowing at that time of the year, and so removing the disputes and difficulties which had hitherto existed, owing to the bigoted adherence of Oxford men to Summer Term racing. Consequently in the following year, 1845, the Putney race was rowed, as it has continued to be ever since, at the close of the Lent Term.

CHAPTER X.

1845.

*FIRST MATCH OVER THE PUTNEY COURSE :
O.U.B.C. AND C.U.B.C. AT HENLEY.*

A NEW era, in one sense, commences at this date in University boat-racing, and it may be said that the change affected generally all leading regattas of the day. For some time past the steamer traffic between Westminster and Putney had become a serious nuisance to rowing men. The old Champion course was from Westminster Bridge to Putney Bridge, and the present Metropolitan course from Putney to Mortlake had not then been adopted. But the success of the two last Thames Regattas, which had been rowed between Putney and Hammersmith, seems to have set the Universities thinking of adopting the new *venue*. The proposal for a change came from Oxford, and was accepted by Cambridge. The change had been already made in the Boys' Match ; Eton and Westminster rowed in 1843 with the flood-tide from Putney Bridge to Mortlake.

It is, however, worthy of note that on this occasion the course selected was a trifle shorter than that which afterwards came to be recognised as the new Championship course. The actual limits of the course were not accurately defined. Putney Bridge naturally suggested itself as the starting-point ; but whereas the Ship Inn is now the recognised goal (for if the race takes place above the aqueduct, the goal is transferred an equal distance beyond the Ship), on the occasion of this University race Mortlake Church was selected as the terminus. The tower of the church was then more conspicuous from the river than it now is, having been to a certain extent shut off by the encroachment of the brewery premises belonging to Messrs.

Phillips & Co. When Coombes rowed Campbell for the Championship in the following year, the Ship was chosen as the goal, and has been accepted as such ever since.

The season of 1845, though disastrous for Oxford, was an '*annus mirabilis*' for Cambridge. Three times was the O.U.B.C. defeated: first, in the Easter match; secondly, at Henley Regatta—each time by the C.U.B.C.; and thirdly, for the Gold Cup of the Thames Regatta; on this latter occasion, owing to a foul, by the St. George's Club. The Putney defeat was very decisive. Oxford had neglected many of the rules of training which had been laid down for them by the Rev. A. T. Shadwell, and came to the post in bad condition, and badly coached. Their double victories of the preceding year had caused them to be favourites, so long as the *conoscenti* of London had only newspaper reports to judge by; but so soon as they reached London water the inherent defects of their style, and their want of training, were painfully apparent, and Cambridge, though a lighter crew, at once supplanted them in popular esteem. Cambridge were trained to the hour, rowed in good time, and long. After the first half-mile the race was over, and the farther Cambridge went the faster they rowed, until half a minute separated the boats at Mortlake Church. This race was rowed with a great deal of floating ice in the Thames, on Saturday, March 15. On the preceding day the temperature was 12°, on the race day 20°, and on the following Sunday morning the ice closed up against Putney Bridge, and all navigation ceased. The crews were:—

Putney to Mortlake, Saturday, 15th March 1845, 6.1 p.m.

CAMBRIDGE.

	st.	lbs.
1. Mann, G., Caius,	10	7
2. Harkness, W., Lady Margaret,	10	0
3. Lockhart, W. S., Christ's,	11	3
4. Cloves, W. P., 1st Trinity,	12	0
5. Arnold, F. M., Caius,	12	0
6. Harkness, R., Lady Margaret,	11	0
7. Richardson, J., 1st Trinity,	12	0
8. Hill, C. G., 2d Trinity,	10	11
<i>Coxn.</i> —Munster, H., 1st Trinity,	9	2
Average,	11	2½

OXFORD.

	st.	lbs.
1. Haggard, M., Christ Church, . . .	10	3
2. Chetwynd-Stapylton, W., Merton, . . .	10	12
3. Milman, W. H., Christ Church, . . .	11	0
4. Lewis, H., Pembroke, . . .	11	7
5. Buckle, W., Oriel, . . .	13	12
6. Royds, F. C., Brasenose, . . .	11	5
7. Wilson, F. M., Christ Church, . . .	12	3
8. Tuke, F. E., Brasenose, . . .	12	2
<i>Coxn.</i> —Richards, F. J., Merton, . . .	10	10

Average, 11 9

At Henley Regatta Cambridge again won in the race for the Grand Challenge ; they had, however, much the best station, the Bucks side, with a stiff westerly wind blowing, in which they had the advantage of shelter as far as the Point. Oxford had much improved since the spring, and had re-enlisted two more of their victorious oars of 1844, and one of their crew of 1842 ; but for all that they were beaten by more than a clear length.

Grand Challenge Cup, Henley, 1845.

CAMBRIDGE.

	st.	lbs.
1. Mann, G., Caius, . . .	10	8
2. Harkness, W., Lady Margaret, . . .	10	1
3. Lockhart, W. S., Christ's, . . .	11	3
4. Cloves, W. P., 1st Trinity, . . .	12	1
5. Hopkins, F. L., 1st Trinity, . . .	12	7
6. Potts, H. J., 2d Trinity, . . .	11	9
7. Arnold, F. M., Caius, . . .	12	2
8. Hill, C. G., 2d Trinity, . . .	10	12
<i>Coxn.</i> —Munster, H., 2d Trinity, . . .	9	2

Average, 11 5½

OXFORD.

	st.	lbs.
1. Chetwynd-Stapylton, W., Merton, . . .	10	6
2. Spottiswoode, W., Balliol, . . .	10	11
3. Milman, W. H., Christ Church, . . .	10	12
4. Buckle, W., Oriel, . . .	13	7
5. Breedon, E. A., Trinity, . . .	11	10
6. Penfold, E. H., St. John's, . . .	11	10
7. Conant, J. W., St. John's, . . .	11	13
8. Wilson, F. M., Christ Church, . . .	12	11
<i>Coxn.</i> —Shadwell, A. T. W., Balliol, . . .	10	4

Average, 11 10

Oxford had some consolation in winning the Stewards' Cup Fours at Henley regatta, after a close finish, with the 'St. George's' Club, whom they again defeated at the succeeding Thames Regatta in the race for the Fours.

At Henley at this time no judge was stationed at the winning-post. Shadwell, seeing the race for the Stewards' Cup to be a very close thing, ran in front of the boats, and, by covering both posts with his eye, was able to discern that Oxford passed the goal first, as after this a judge was stationed there by the committee.

Stewards' Cup, Henley, 1845.

OXFORD.

- | | |
|------------------------------------|----------------------------------|
| 1. Chetwynd-Stapylton, W., Merton. | 3. Conant, J. W., St. John's. |
| 2. Milman, W. H., Christ Church. | 4. Wilson, F. M., Christ Church. |
- Coxn.*—Lewis, G. B., Oriel.

With regard to the O.U.B.C. 'eight,' Tuke, the captain of this crew, had broken down from ill-health. Wilson of Eton and Christ Church, a magnificent oarsman, had reluctantly assumed the captaincy, and with Shadwell's assistance a crew was formed. The latter told the crew to go to Henley, where they would be beaten, but it would be good practice for them as preparation for the Thames Regatta, when they might reasonably aspire to winning the Cup for the third time in succession. In London, Meynell and Hughes took the places of Spottiswoode and Penfold, and ultimately they became a very fine crew; but in the trial heat with St. George's, the coxswain of the latter, ignorant of that difficult course, bored Oxford so much that Richards, then at the yoke-lines, would give way no more towards the Surrey shore, and a foul ensued; Cambridge London Rooms beat St. George's Club in the final heat, and won the Gold Cup.

Gold Cup, Thames Regatta, 1845.

CAMBRIDGE LONDON ROOMS.

1. Ripplingall, C., Lady Margaret.
 2. Shadwell, A. H., Lady Margaret.
 3. Lockhart, W. S., Christ's.
 4. Cloves, W. P., 1st Trinity.
 5. Wilder, E., Magdalen.
 6. Hopkins, F. L., 1st Trinity.
 7. Arnold, F. M., Caius.
 8. Hill, C. G., 2d Trinity.
- Coxn.*—Egan, T. S., Caius.

OXFORD AQUATIC CLUB.

1. Chetwynd-Stapylton, W., Merton.
 2. Milman, W. H., Christ Church.
 3. Meynell, G., Brasenose.
 4. Buckle, W., Oriel.
 5. Breedon, E. A., Trinity.
 6. Hughes, G. E., Oriel.
 7. Conant, J. W., St. John's.
 8. Wilson, F. M., Christ Church.
- Coxn.*—Richards, F. J., Merton.

This was the last appearance of the Cambridge Rooms, and all rowing below Putney ceased finally in this year, so far as University crews were concerned.

The cups for eights and fours at this Regatta were presented at the committee's stand by Sir Lancelot Shadwell, Vice-Chancellor of England, to his two sons Alfred and Arthur, the representatives of their respective University Clubs—the one as captain, the other as trainer of the winners. The Gold Cup in this way came to His Honour's house three years in succession.

CHAPTER XI.

1846.

SECOND MATCH OVER THE PUTNEY COURSE.

THIS year is memorable for the formal and final recognition by the O.U.B.C. of the doctrines propounded by Messrs. Menzies and Shadwell so long ago as 1841. This year Mr. Shadwell's motion, that College crews should *not* be trained by watermen, was carried unanimously; and the rule has ever since continued in force, except for an interval of three years (1870-72). This year, then, may be taken as the commencement of the third era in the annals of Oxford rowing; and as it is essential to a right understanding of the subject that these eras shall be clearly apprehended, they are set out briefly in chronological order in the chapter intituled 'Chronological Tables.'

In defining these epochs, the supreme importance of boat-building as an essential factor in the history of University boat-racing is not lost sight of, but in these later days there is a tendency to lose sight of the vital truth that keelless boats, outriggers, sliding seats, and other supposed aids to speed and comfort, are merely mechanical contrivances which ought in no way to affect the immutable laws of good oarsmanship, and in the observance or neglect of which latter lie the issues of victory or defeat.

The next match, like its predecessor, had been originally fixed for the course from Putney Bridge to Mortlake Church (not the 'Ship'); but at the last hour the direction was changed, and the race was rowed down river, on the ebb. The start was from Mortlake Church. After a hard race to the Crab Tree, Cambridge wore Oxford down, and won by three lengths.

In the tables of records of University races, this race is simply

described as 'Mortlake to Putney,' and the time in which it was rowed, 21 min. 5 sec., is therefore supposed to be unusually fast. But the distance was short of the present length of the Metropolitan course by some hundred yards.

This was the first match in which outriggers were used by the U.B.C.'s, but Clasper's innovation had been tried by himself a year previously, in a four-oar. We observed lately an old file of the 'Illustrated London News,' about this date, in which was given a picture of a 'new boat'—to wit, an outriggered eight, clinker-built, and with ends uncanvassed. She was represented lying on tressels. Her builder was Searle. The explanatory text appended to the illustration states that the boat went for a trial trip, manned by watermen, and proved herself so fast, that on her voyage 'she passed several steamers.'

The Cambridge boat, built by Searle, was a perfect model. Purchased by some Oxford man, she lay twelve years on a raft, and formed a study for those of the coxswain and trainer tribe who had a mind to learn. Till 1857, when Mat Taylor constructed his first craft for Oxford, nothing so good was produced. The name of the man who built her was Greenland, whose work was as good as his design; but in those days it was extremely difficult to induce a builder to do as he was told, and all boat-building was quite empirical. About 1858 the principles—which of course must, if true, be immutable—were first duly studied and fixed. A comparative table of dimensions of outriggers at different dates is given elsewhere in this record.

Mortlake to Putney, 3d April 1846, 11.10 a.m.

CAMBRIDGE.

	st.	lbs.
1. Murdoch, G. F., Lady Margaret, . . .	10	2
2. Holroyd, G. F., 1st Trinity, . . .	11	1
3. Clissold, S. T., 3d Trinity, . . .	12	0
4. Cloves, W. P., 1st Trinity, . . .	12	12
5. Wilder, E., Magdalen, . . .	12	2
6. Harkness, R., Lady Margaret, . . .	11	6
7. Wolstenholme, E. P., 1st Trinity, . . .	11	1
8. Hill, C. G., 2d Trinity, . . .	11	1
Coxn.—Lloyd, T. B., Lady Margaret, . . .	9	8
Average,	11	8½

OXFORD.

	st.	lbs.
1. Polehampton, H. S., Pembroke, . . .	10	9
2. Burton, E. C., Christ Church, . . .	11	0
3. Heygate, W. U., Merton, . . .	11	8
4. Penfold, E. H., St. John's, . . .	11	8
5. Conant, J. W., St. John's, . . .	12	4
6. Royds, F. C., Brasenose, . . .	11	9
7. Chetwynd-Stapylton, W., Merton, . . .	10	12
8. Milman, W. H., Christ Church, . . .	11	0
<i>Coxw.</i> —Soanes, C. J., St. John's, . . .	9	13

Average,	11	4½
----------	----	----

Of these athletes the best 'all-round' man, not only of that but of any age in University aquatics, was Mr. E. C. Burton, now residing at Daventry, Northamptonshire. He could run, among his many accomplishments. The Guards had also a crack 'sprinter' in those days, to wit, the present Sir J. D. Astley, and a match was arranged between these celebrities. Each side backed their man boldly, but the Guardsman was the favourite with the public. Here, as usual, the majority were wrong, and Burton walked in an easy winner. Though Mr. Burton's first essay in University boat-racing was not a successful one, he had his revenge in later years, as our subsequent records will show. He also won the Sculls at the Thames Regatta, beating the best London scullers of the day, including two or more amateur champions of the Thames. In fact, of the fifty races he rowed he was only beaten in three. As a rider and judge of horseflesh he had few equals. In 1860 and 1861 he rode the winner in the two first meetings of the Grand National Hunt Steeplechase (then just founded). 'Bridegroom' and 'Queensferry' were his mounts, both the property of his friend, the late Mr. B. J. Angell. To this day there is no more workmanlike rider to the Pytchley hounds than Mr. Burton, in an unostentatious black coat; and on the committee of the Grand National Hunt Committee his opinion always commands respectful attention. Without undue flattery, we may say that he is a living example of the maxim that whatever is worth doing at all is worth doing well. In 1847, he became President of the O.U.B.C., and under his reign Oxford had a far rosier time of it in

aquatics than she had enjoyed at any previous portion of her history. Twice did Oxford win the Grand Challenge and once the University match while he ruled or advised the O.U.B.C. He must not be confounded with a namesake of the same College, who in a less degree followed in his steps a decade or more after his time. This was the late Mr. R. E. L. Burton, an ex-Etonian, who rowed in the Oxford crew of 1862, and afterwards did a little in the steeplechasing line, riding his own horses, under the pseudonym of Mr. 'Don.' *The Burton par excellence* of 1846 and later years was an old Westmonasterian. Of the Oxford crew Messrs. Burton, Heygate, and Chetwynd-Stapylton had in the Eton crew rowed against their present stroke, Milman, in the Westminster boat in 1842.

This year Oxford University won the Stewards' Cup at Henley with a crew which subsequently entered for the fours at the Thames Regatta, but were beaten in the final heat by 1st Trinity, Cambridge. This crew were :—

	st.	lb.
1. Chetwynd-Stapylton, W., Merton, .	10	6
2. Wilson, F. M., Christ Church, .	12	1
3. Conant, J. W., St. John's, .	11	13
4. Milman, W. H., .	10	10
<i>Coxn.</i> —Haggard, M., Christ Church, .		
Average,	11	4

CHAPTER XII.

1847-1848.

*O.U.B.C. AND C.U.B.C. AT HENLEY, 1847: O.U.B.C.**AND THAMES CREW AT HENLEY, 1848.*

No University match could be arranged in either of these years. What with stiffnecked dons and inconvenient schools, the two Clubs could not agree upon any one time and place.

However, the two Universities managed to meet at Henley, in the trial heat for the Grand Challenge, and Oxford had some revenge for their defeats of the two preceding years. They drew the outside station, but had the race in hand all the way, took Cambridge's water, and won easily by two clear lengths.

Grand Challenge Cup, Henley, 1847.

OXFORD.

	st.	lbs.
1. Moon, E. G., Magdalen, . . .	10	4
2. Haggard, M., Christ Church, . . .	10	8
3. Oldham, J., Brasenose, . . .	11	7
4. Royds, F. C., Brasenose, . . .	11	10
5. Griffiths, E. G. C., Worcester, . . .	12	6
6. King, W., Oriel, . . .	11	0
7. Winter, G. R., Brasenose, . . .	11	3
8. Burton, E. C., Christ Church, . . .	11	0
<i>Coxn.</i> —Soanes, C. J., St. John's, . . .	9	10

Average,	11	3
----------	----	---

CAMBRIDGE.

	st.	lbs.
1. Maule, W., 1st Trinity, . . .	9	12
2. Gisborne, T. M., Lady Margaret . . .	10	10
3. Wolstenholme, E. P., 1st Trinity, . . .	10	10
4. Garfit, A., 1st Trinity, . . .	12	8
5. Nicholson, C. A., 1st Trinity, . . .	13	5
6. Harkness, R., Lady Margaret, . . .	11	4
7. Vincent, S., 1st Trinity, . . .	10	10
8. Jackson, F. C., Lady Margaret, . . .	11	0
<i>Coxn.</i> —Murdoch, G. F., Lady Margaret, . . .	10	3

Average,	11	3 $\frac{7}{8}$
----------	----	-----------------

The all-round merits of Mr. E. C. Burton we sketched in our last chapter. Mr. Winter, now a clergyman, is well known

as an amateur artist of much skill and humour. His chalk sketches of Eton and Oxford life are reproduced in Oxford, and adorn many an undergraduate's rooms to this day. He had rowed stroke of the Eton Eight in 1845, when Gordon Rich, who rowed bow with him in the Oxford boat the following year, 1848, at Henley, was rowing stroke of the Westminster crew. Haggard, No. 2 in the Oxford boat, was also an old Westminster oar, and the Cambridge coxwain, Mr. Murdoch, had steered the Eton Eight in 1843. Messrs. Vincent and Wolstenholme were a crack pair and inseparable friends at Cambridge, and may still be seen year after year on the umpire's boat, and at other aquatic scenes.

In the final heat Oxford beat the holders (the Thames Club) easily, and won the Cup. They did not row at the Thames Regatta in consequence of the lateness of the fixture, but their merits were further established by the victory of the Thames crew in the race for the Eight-oar Cup at that meeting.

The following year Henley Regatta was fixed at a time when it was absolutely impossible for Cambridge to attend. Oxford were more fortunate, and again won the Grand Challenge.

Grand Challenge Cup, Henley, 1848.

OXFORD.			st.	lbs.
1. Rich, W. G., Christ Church,	.	.	10	11
2. Haggard, M., Christ Church,	.	.	10	4
3. Sykes, E., Worcester,	.	.	11	0
4. Royds, F. C., Brasenose,	.	.	11	4
5. Winter, G. R., Brasenose,	.	.	11	6
6. Mansfield, A., Christ Church,	.	.	10	10
7. Mjilman, W. H., Christ Church,	.	.	11	0
8. Burton, E. C., Christ Church,	.	.	11	0
Coxn.—Soanes, C. J., St. John's,	.	.	9	13
Average,			10	11 $\frac{7}{8}$

Their sole opponents were the Thames crew. Oxford this year swept the board at Henley, with the exception of the Diamond Sculls, which were won by Mr. W. L. G. Bagshawe, afterwards President of the C.U.B.C. This gentleman was six years later brutally murdered by poachers on his own estate in Derbyshire. The gang were dragging a trout river belonging to him, and he, with characteristic courage, went single-handed to inter-

cept them, not waiting for his keepers. The poachers set upon him, and killed him with bludgeons, if we remember right. There was no witness present other than the murderers themselves to tell the tale, and a successful defence was set up that the attempt of Mr. Bagshawe violently to arrest one of the ringleaders reduced the crime to manslaughter. He had won both the 'Sculling' and 'Pulling' at Eton, and rowed twice for Eton against Westminster in 1846 and 1847, the latter year as stroke. That race, for which Arthur Shadwell trained Eton, was the last of the first series of seven contests between these schools, and the deciding one for the mastery; Eton having won four against Westminster's three. Egan was umpire at this match, which was rowed from Chiswick to Putney. What a galaxy of brilliant oarsmen, from Stanley and Vials downwards, was nursed at these two old royal foundations—sun, moon, stars, and lesser comets!

The aquatic fame of Eton in those Augustan days has been, after years of comparative eclipse, if not actual decadence, fully revived in the present glorious Renaissance, thanks to the skill and energy of Mr. Warre, who has done more than any other in the history of the University Race to provide a constant supply of excellent material, taught and trained on sound and true principles, for the manning of the Oxford and Cambridge crews. This period, which may be said to have commenced in 1860, when, after a lapse of thirteen years, Eton and Westminster once more met in friendly contest, seems to have attained its zenith, so far as the U.B.C.'s are concerned, last year (1883), when out of the two University crews no less than eight men, including the strokes (and one of those strokes West), were Etonians. We shall not, we trust, be 'rowing out of the boat' in referring to the fact, as shown by 'the Eton Boating Book,' that during the thirty years preceding Mr. Warre's assuming the reins of aquatic government at Eton, the eight had rowed only 28 recorded races, and had never appeared at Henley; while from 1860 down to 1874,¹ when the record ceases, they rowed 58 races, including 23 entrances at Henley Regatta.

¹ Since that date down to 1863 inclusive they have rowed 19 races (heats) at Henley, winning 7 times, including one final heat of the Ladies' Challenge Plate in 1882.

CHAPTER XIII.

1849.

THIRD AND FOURTH MATCHES OVER THE PUTNEY
COURSE. THE ONLY FOUL.

IN two ways this year was remarkable. In the first place, it was the only one in which the University crews met twice on Putney waters. Secondly, a foul took place in one of the matches ; the first, and, let us hope the last, which will ever mar these contests. University coxswains will, as a rule, rather run ashore than foul, and no one impressed upon them the policy of chivalrously giving way to each other rather than endeavouring to snatch a victory by the chance of a collision, more than the late umpire, Mr. Justice Chitty (who, curiously, rowed in this very race). No one who saw Messrs. Davis and Beaumont—when each boat was in jeopardy of a foul off Chiswick in the memorable dead-heat race of 1877—steer hard away from, and give each other a wide berth the moment they saw danger, will fail to believe that if a foul should hereafter ever occur, it will be the result of accident, and not of design.

The Cambridge crew of the first match of 1849 were remarkable as being entirely composed of Trinity men. The race was on the flood, from Putney to Mortlake. No match perhaps was less understood than this one, which, while mysterious, was also highly interesting. The style of Oxford was good ; indeed, so good, that, although defeated, the crew were pronounced by Egan and Shadwell to have shown to those who could appreciate it *a most brilliant specimen of perfect rowing*. But they were outborne by the deficiency of their craft, which was so inadequate that under hard pressure it buried amidships, and collapsed at both ends. Shadwell found on timing the crew between Oxford and Iffley that they took longer when rowing hard than when merely paddling, and warned them that if they did not change their unworthy ship they

would certainly be beaten, though their rowing would give them a lead at first. In addition they trifled with the second most important qualification, their condition, in which Cambridge was then, as generally, perfect. Notwithstanding these sad deficiencies, Oxford, owing to their splendid style, headed their rivals for more than two miles. They then collapsed, as was foreseen, and were most easily beaten. The outside world attributed this well-won victory to the superior rowing of the winners, and the generalship of Bob Coombes. But 'Charon,' in 'Bell's Life' (Mr. E. Fellowes of Leander), knew better where the fault lay. The race was very much like that of 1865, except that Oxford did not get so far ahead on this occasion as Cambridge did in the race of sixteen years later (when the result was reversed). It was said that Oxford rowed too fast a stroke; be that as it may, they rowed even a faster stroke in 1852, when they won easily. Their real weak point lay, doubtless, in their deficient condition. When Cambridge at last closed with them off Chiswick Eyot they were rowed out, and fell astern rapidly. They were not slow to recognise the cause of their failure, and at once issued a new challenge, which was as promptly accepted by Cambridge. When we consider how much difficulty there often had been in former seasons to arrange a match, and how one club stood out for one time and place, and the other for others, the ease with which they agreed to a match in this particular year is the more worthy of notice. The crews in the Easter race were:—

Putney to Mortlake, Thursday, 29th March 1849, 5.40 p.m.
First Race.

CAMBRIDGE.

	st.	lbs.
1. Proby, H., 2d Trinity, . . .	9	13
2. Jones, W. J. H., 2d Trinity, . . .	10	13
3. De Rutzen, A., 3d Trinity, . . .	11	8
4. Holden, C. J., 3d Trinity, . . .	11	8
5. Bagshawe, W. L. G., 3d Trinity, . . .	11	10
6. Waddington, W. H., 2d Trinity, . . .	11	10
7. Hodgson, W. C., 1st Trinity, . . .	11	2
8. Wray, J. C., 2d Trinity, . . .	10	12
Coxn.—Booth, G., 1st Trinity, . . .	10	7
Average,	11	2½

OXFORD.

	st.	lbs.
1. Wauchope, D., Wadham, . . .	10	4
2. Chitty, J. W., Balliol, . . .	11	2
3. Tremayne, H. H., Christ Church, . . .	11	5
4. Burton, E. C., Christ Church, . . .	11	0
5. Steward, C. H., Oriel, . . .	12	0
6. Mansfield, A., Christ Church, . . .	11	8
7. Sykes, E., Worcester, . . .	11	0
8. Rich, W. G., Christ Church, . . .	10	0
Coxn.—Soanes, C. J., St. John's, . . .	10	8
Average,	11	0½

Of the Oxford crew, Mr. Justice Chitty this year made his *début* on Putney waters. He requires no panegyric at the hands of an 'old Blue' writing for his fellows. Suffice it to say that his achievements are fully set forth in the dedication of this record, and that they received no more than their due, when he was, out of nearly five hundred old Blues, selected to fill the post of chairman at the public dinner in 1881, a selection due not only to his multifarious achievements, but to the affectionate esteem with which the 'Joe Chitty' of old days is regarded by all with whom he has had to do in his brilliant career.

We cannot refrain from stating here that amongst his less objective qualities is an ardent love of music, and that, if report speaks truly, the foremost thwart in a racing-boat is not the only kind of 'bow' with which he has an intimate acquaintance. Surely Lorenzo's maxim holds good on water as on land; and we remember the favourite saying of one who was a veteran in both arts, that time and harmony are the essentials of rowing and music alike.

Holden, No. 4 of the Cambridge boat, and Tremayne, No. 3 of the Oxford boat, had rowed together in the Eton eight against Westminster in 1847. The Cambridge crew had the unique honour of including in its numbers a future Prime Minister of France, M. Waddington, now ambassador in London. Mr. De Rutzen became a prominent member of the South Wales Circuit, and was made consecutively stipendiary magistrate of Merthyr Tydvil and of the metropolis, which latter post he still holds.

Mr. Copley Wray is justly entitled by his later career to claim as his motto, '*Pro aris et focis*,' as the protector of our homes and the insurer of our lives. He is colonel of a militia regiment, and chairman of a leading London Insurance Company, of which his old opponent, Mr. Justice Chitty, is a director.

The second match of the year was rowed in December. This time no fault could be found with the condition of Oxford, who were trained throughout by Shadwell. In the practice during November a singular and perhaps unique stop was put to the crew's return from Abingdon, by the pintels of the rudder freezing down immovably upon the gudgeons.

Cambridge, from the Surrey shore, jumped off with a lead, and took Oxford's water before reaching Craven Point. After that Oxford came round on the Surrey side, rowed Cambridge down off the Crab Tree, and ran into them soon afterwards, Cambridge not giving way. After the delay of the foul, Cambridge got away with a three-lengths lead, but Oxford gradually caught them up, and at the finish overlapping the Cambridge boat, proved themselves the better crew on their merits. The umpire, Mr. Fellowes, of the *Leander*, gave the foul, which was caused by misdirection given to the Cambridge coxswain, unhesitatingly in favour of Oxford. The true method of steering from Barn Elms up to and through Hammersmith Bridge is a coxswain's question. But it was of no use for Egan and Shadwell to take a Cambridge coxswain over the course and make him see with his own eyes the fatality of the error committed by coming in towards the Surrey shore along the protracted curve below the bridge; for when, on a former occasion, this had been done to the full conviction of the steerer, he was severely threatened by his crew for daring to intend taking that course. The watermen who so seriously injured gentlemen's rowing were supreme with Cambridge on points of steering also. The same cause brought about the foul between O.U.B.C. and St. George's in 1845. *Hinc illi lacrymæ*. Now it is all put straight, and the Surrey arch abandoned by reasonable men.

Among the new oarsmen in this race was Dr. Hornby, now Head Master of Eton, and late Second Master of Winchester, who

had left Baliol after taking his degree, in consequence of being elected Fellow of Brasenose, a few weeks only before the Race.

Putney to Mortlake, Saturday, 15th December 1849, 2.44 p.m.
Second Race.

OXFORD.

	st.	lbs.
1. Hornby, J. J., Brasenose, . . .	11	8
2. Houghton, W., Brasenose, . . .	11	2
3. Wodehouse, J., Exeter, . . .	11	9
4. Chitty, J. W., Balliol, . . .	11	9
5. Aitken, J., Exeter, . . .	12	1
6. Steward, C. H., Oriel, . . .	12	2
7. Sykes, E., Worcester, . . .	11	2
8. Rich, W. G., Christ Church, . . .	10	2
<i>Coxn.</i> —Cotton, R. W., Christ Church, . . .	9	0
Average,	11	5½

CAMBRIDGE.

	st.	lbs.
1. Baldry, A., 1st Trinity, . . .	10	10
2. Pellew, H. E., 3d Trinity, . . .	11	9
3. De Rutzen, A., 3d Trinity, . . .	11	8
4. Holden, C. J., 3d Trinity, . . .	11	11
5. Bagshawe, W. L. G., 3d Trinity, . . .	12	0
6. Miller, H. J., 3d Trinity, . . .	12	0
7. Hodgson, W. C., 1st Trinity, . . .	11	3
8. Wray, J. C., Clare, . . .	11	0
<i>Coxn.</i> —Booth, G., 1st Trinity, . . .	10	8
Average,	11	5¾

The Cambridge crew, like its predecessor, was made up of Trinity men with the one exception of Mr. Wray, who had migrated to Clare since the Easter match. With this match again commenced a run of good luck on the part of Oxford. Since 1846 they had had the best of Cambridge, at Henley and elsewhere, until the Easter match of this year taught them that they must not take liberties with condition. After learning a bitter lesson in that respect, they again held their opponents in check on all rivers until they met with defeat in the Henley Regatta of 1855.

CHAPTER XIV.

1850-51.

*O.U.B.C. AT HENLEY AND THAMES REGATTA IN 1850;
O.U.B.C. AND C.U.B.C. AT HENLEY IN 1851.*

NEVER was there a less eventful year in aquatics than that of 1850. The Universities, in marked contrast to their prompt agreement of the year before, could not come to terms as to a date for a match. Cambridge made no entry at Henley, and other clubs also held almost entirely aloof from that regatta. It was reduced to a one-day affair, and pessimists prophesied its future extinction. The Visitors' Cup, Pairs, and Sculls, were the only events which produced races. The Grand Challenge and Stewards' Cups were walks over for the O.U.B.C., and Lincoln won the Ladies' Plate. At the Thames Regatta Oxford walked over for the Fours, and Messrs. Chitty and Hornby, the only good pair of the season, had no difficulty in securing the Pair-oar Cups at Henley and the Thames Regattas. The following were the O.U.B.C. crews at Henley :—

For the Grand Challenge Cup, Henley, 1850.

	st.	lbs.
1. Cheales, H. J., Exeter, . . .	10	11
2. Houghton, W., Brasenose, . . .	11	2
3. Hornby, J. J., Brasenose, . . .	11	8
4. Aitken, J., Exeter, . . .	12	1
5. Steward, C. H., Oriel, . . .	12	2
6. Chitty, J. W., Balliol, . . .	11	9
7. Sykes, E., Worcester, . . .	10	2
8. Rich, W. G., Christ Church, . . .	11	2
<i>Coxn.</i> —Cotton, R. W., Christ Church, . . .	9	0
Average,	11	4 $\frac{5}{8}$

For the Steward's Cup, Henley, 1850.

	st.	lbs.
1. Hornby, J. J., Brasenose, . . .	11	8
2. Aitken, J., Exeter, . . .	12	1
3. Steward, C. H., Oriol, . . .	12	2
4. Chitty, J. W., Balliol, . . .	11	9
<i>Coxn.</i> —Rich, W. G., Christ Church, .	11	2
<hr/>		
Average,	11	12½

In the following year a match had been arranged for July, but Cambridge found later on that they could not keep their best men together in the late season so long after the close of term. So they scratched, feeling that to send only their second-best eight would be neither fair to themselves nor Oxford. The latter declined to row the match in June. The two clubs, however, met at Henley, being the only two entries for the Grand Challenge. In this race Oxford took the lead very soon, and were clear at the Farmhouse, when Cambridge broke a rowlock. As a matter of course, Oxford came in pretty much as they liked, a hundred yards ahead.

Grand Challenge Cup, Henley, 1851.

OXFORD.

	st.	lbs.
1. Rich, W. G., Christ Church, . . .	10	0
2. Nixon, W., Worcester, . . .	11	4
3. Hornby, J. J., Brasenose, . . .	11	0
4. Houghton, W., Brasenose, . . .	11	10
5. Aitken, J., Exeter, . . .	11	12
6. Greenall, R., Brasenose, . . .	11	2
7. Sykes, E., Worcester, . . .	11	4
8. Chitty, J. W., Balliol, . . .	11	3
<i>Coxn.</i> —Burton, E. C., Christ Church, .	11	0
<hr/>		
Average,	11	4½

CAMBRIDGE.

	st.	lbs.
1. Page, A. S., Lady Margaret, . . .	10	1
2. Longmore, W. S., Sidney, . . .	10	4
3. Formby, R., 1st Trinity, . . .	11	11
4. Cowie, H., 1st Trinity, . . .	11	12
5. Brandt, H., 1st Trinity, . . .	11	5
6. Holden, C. J., 3d Trinity, . . .	11	11
7. Tuckey, H. E., Lady Margaret, . . .	10	13
8. Johnson, F. W., 3d Trinity, . . .	10	11
<i>Coxn.</i> —Crosse, C. H., Caius, . . .	9	1
Average,	11	1½

In this regatta Cambridge won the Stewards' Cup, beating Brasenose, Christ Church, and Balliol.

CAMBRIDGE.

	st.	lb.
1. Page, A. S., Lady Margaret, . . .	10	1
2. Longmore, W. S., Sidney, . . .	10	4
3. Tuckey, H. E., Lady Margaret, . . .	10	13
4. Johnson, F. W., 3d Trinity, . . .	10	11
<i>Coxn.</i> —Crosse, C. H., Caius, . . .	9	1

Mr. T. S. Egan was appointed umpire at Henley Regatta this summer, and continued in that office till 1862.

Mr. Cowie, First Trinity, Cambridge, was very near winning the sculls this year. He was plainly rowing down Mr. Peacock, the crack London sculler (then racing under the name of Edwards), who had taken a lead, when an unfortunate foul lost Mr. Cowie the race through no fault of his, Mr. Peacock having stopped so suddenly in front of the Cantab that the latter had no time to hold water before a collision took place. There was much sympathy expressed for Mr. Cowie.

Mr. Macnaghten, First Trinity, who was beaten by Mr. Peacock this year, had his revenge in the following year, 1852, by winning the Diamond sculls easily from Mr. Peacock.

Among the Oxford competitors this year was Mr. H. H. Blundell, Christ Church, afterwards Colonel in the Grenadier Guards and on the staff.

CHAPTER XV.

1852.

*FIFTH RACE OVER THE PUTNEY COURSE. 'CHITTY'S
CREW' O.U.B.C. FOUR AT HENLEY.*

IN 1852 a match was arranged for Easter, to come off on the usual course, between Putney and Mortlake.

'Chitty's crew' was a proverb, for style and finish, for many a long year after the Oxonian victory of 1852. In the practice on the Putney water it was manifest that Egan as trainer had ably seconded Chitty's management, and brought up a crew already perfect, all fallen together into unity with their splendid stroke oarsman, whose style was as effective as any ever seen. When the eye first caught a glimpse of Oxford heaving into sight from behind a point a mile away, it was perceptible that there were on each side four oars blent into one. And the way in which the wrists clicked home with a vicious wrench of the elbows grazing the ribs told that the last dig of the stroke had as full a grip of the water as the entering dip. This *tout ensemble* produced that phenomenon so rare and so dear to coxswains-in-charge, known as the 'flashing of backs;' the certain criterion of excellence, and expressing the fact that the work is begun, continued, and finished uniformly from stroke to bow. Shortly before the race a change had to be made which might have been disastrous to any less capable crew. Theales of Exeter College, an old Blue of 1850, who had been rowing No. 3 all through the training, was at the eleventh hour obliged by illness to retire; Nind, No. 2, took his place, Greenall went from bow to 2, and Prescott came on as bow. When the race began, Oxford took the lead on the outside station from first

to last, and after taking their opponents' water, won easily by 27 seconds.

Putney to Mortlake, Saturday, 3d April 1852, 1.45 p.m.

OXFORD.

	st.	lbs.
1. Prescott, K., Brasenose, . . .	10	0
2. Greenall, R., Brasenose, . . .	10	12
3. Nind, P. H., Christ Church, . . .	11	2
4. Buller, R. J., Balliol, . . .	12	4
5. Denne, H., University, . . .	12	8
6. Houghton, W., Brasenose, . . .	11	8
7. Meade-King, W. O., Pembroke, . . .	11	11
8. Chitty, J. W., Balliol, . . .	11	7
<i>Coxn.</i> —Cotton, R. W., Christ Church, . . .	9	2
Average,	11	6½

CAMBRIDGE.

	st.	lbs.
1. Macnaghten, E., 1st Trinity, . . .	11	0
2. Brandt, H., 1st Trinity, . . .	11	5
3. Tuckey, H. E., Lady Margaret, . . .	11	3
4. Foord, H. B., 1st Trinity, . . .	12	6
5. Hawley, E., Sidney, . . .	12	4
6. Longmore, W. S., Sidney, . . .	11	4
7. Norris, W. A., 3d Trinity, . . .	11	9
8. Johnson, F. W., 3d Trinity, . . .	11	8
<i>Coxn.</i> —Crosse, C. H., Caius, . . .	9	7
Average,	11	8½

The Rev. K. Prescott took a first-class in final classics, and became a Fellow of Merton. Eight years later he came into residence as a College tutor, and at once set himself to organise rowing in Merton, which till then had not had a boat for many a year. He rowed stroke in the races, and took his crew up many places, laying the foundation of a good style in a small College, which a few years later contributed Messrs. Raikes, Freeman, and Marsden to the University Eight. Of Mr. Chitty we have spoken in earlier chapters. Few more faultless oars have ever been seen than Mr. Meade-King; a back as straight as a board,

square shoulders, clean finish, and a tremendous reach. He kept his 'form' after years of lying by, which few oarsmen can do. When we observed him rowing in a scratch four ten years later, on his return from Canada, we thought his style still one which any modern oar might have been proud to imitate. He and Buller, No. 4 in the Oxford boat, had each won their spurs at Eton; Buller by rowing against Westminster in 1846; Meade-King by winning 'the Pulling' with T. H. Marshall (his successor as President of the O.U.B.C.) in 1850, and 'the Sculling' in the following year. There was no better man for his weight of that day than Mr. Macnaghten, and as a coxswain and coach, the Rev. C. H. Crosse was a household word for many years later.

The following extract from the account of the Putney Race in 'Bell's Life' seems worth reproducing here :—

"The swell caused by the steamers just before reaching Barnes Bridge was so terrific as to upset a four-oared outrigger and immerse Messrs. Wolstenholme, Bagot, Vincent, & Co. No sooner was this done than a similar fate befel the Leander eight-oared cutter, which, though not an outrigger, was soon under water. Among the crew was the venerable Mr. Layton, and with him Messrs. Nicholas, Cocks, and Wray, names well known in the annals of the University boat races. These were soon *nantes in gurgite vasto* with Jem Parish their coxswain, whose position was anything but pleasant, as he could not 'swim a yard.' And here we must not omit to record an act of rare generosity and courage. The boat went down head foremost, so that the men rowing aft could not see the danger, though the coxswain could; and the latter said to Mr. Harrison, who was rowing stroke, 'Give me your oar, sir, to hang on by, for I can't swim;' upon which Mr. Harrison generously tossed him the oar, saying, 'Nor can I;' a piece of magnanimity which speaks for itself."

At Henley this year there were no entries for the Grand Challenge Cup, so that the O.U.B.C., holding the Grand Challenge Cup, would have 'walked over,' but at the request of the stewards, and for the gratification of the spectators, the club raised two heats, and made a race for it—the winners to be called the

O.U.B.C., the losers 'The Oxford Aquatic Club' ('President's Book').

It seems clear that the members of these crews were not entitled, by participation in this race alone, to be called 'Blues;' the title O.U.B.C. having been obviously conferred on the one crew simply for the sake of temporarily distinguishing them.

An O.U.B.C. four won the Stewards' Cup, beating the Argonauts and Thames Clubs; in the former club were Messrs. Paine and Playford, who afterwards became main-stays of the London Rowing Club when it first started.

This famous Oxford four, also trained by Egan, were :—

- | | |
|---|---------------------------------|
| 1. Greenall, R., Brasenose. | 3. Nind, P. H., Christ Church. |
| 2. Barker, H. R., Christ Church. | 4. Meade-King, W. O., Pembroke. |
| <i>Coxn.</i> —Balguy, F. St. J., Brasenose. | |

This was the first race rowed by any University crew in a keelless boat. She was built of mahogany by Henry Clasper, and had previously been used by the Clasper crew in their race against 'Bob Coombes' crew.' She had been built as long ago as 1847, and rigged in north-country fashion, with the stroke on the starboard side.

Mr. Barker had brought with him to Oxford a Westminster reputation as having rowed two years against Eton, in 1846 and 1847—stroke in the latter year.

In the summer term of 1852 a kind of triumphant procession of eights took place on the Oxford water. Egan and Shadwell being both at Oxford, Chitty selected two picked crews, who paraded *pari passu*, with long and stately stroke, down to Iffley, Egan and Shadwell steering the boats abreast through the 'Gut' without oar touching oar or bank.

The following extract from the O.U.B.C. books may serve to explain the *raison d'être* of this 'march past.' Mr. Chitty, the President, referring to the training and management of his famous crews of that year, writes—'In a word, the method invented & perfected by Messrs. Egan and Shadwell may still be pronounced *infallible*.'

CHAPTER XVI.

1853.

O.U.B.C. AND C.U.B.C. AT HENLEY.

No Putney match took place this year. Cambridge, as the defeated club in the previous match, proposed a meeting over the London course in June, but Oxford declined to row at that time of year on account of their Henley engagements, they being the holders of the Grand Challenge Cup. However, it was arranged that the two clubs should meet in the race for this last-named prize, which they did. The regatta came off on June 10 and 11.

Grand Challenge Cup, Henley, 1853.

OXFORD.

	st.	lbs.
1. Short, W. F., New, . . .	10	8
2. Moore, P. H., Brasenose, . . .	9	12
3. King, W., Merton, . . .	11	11
4. Buller, R. J., Balliol, . . .	12	0
5. Denne, R. H., University, . . .	12	10
6. Nind, P. H., Christ Church, . . .	10	12
7. Prescott, K., Merton, . . .	10	3
8. Meade-King, W. O., Pembroke, . . .	11	7
<i>Coxn.</i> —Marshall, T. H., Exeter, . . .	10	1

Average,	11	$4\frac{3}{8}$
----------	----	----------------

CAMBRIDGE.

	st.	lbs.
1. Forster, G. B., Lady Margaret, . . .	10	10
2. Stephenson, S. V., Caius, . . .	10	8
3. Bramwell, A., 1st Trinity, . . .	10	12
4. Hawley, E., Sidney, . . .	12	1
5. Courage, E., 1st Trinity, . . .	12	12
6. Tomkinson, H. R., 1st Trinity, . . .	10	9
7. Blake, H., Corpus, . . .	10	11
8. Macnaghten, E., 1st Trinity, . . .	10	6
<i>Coxn.</i> —Freshfield, E., 1st Trinity, . . .	8	6

Average,	11	$1\frac{5}{8}$
----------	----	----------------

The race was hardly satisfactory to the competitors, from the closeness of the result, Oxford winning by a foot and a half only. They had the advantage of the inside berth at Poplar Point. The wind blew up stream, and so was in favour of the lighter crew, which, as will be seen by the recorded weights, was Cambridge. Up to the Point Cambridge held a lead of a few feet, but the fatal corner turned the scale in favour of Oxford. The crews were not so heavy as some of the more recent University crews of that day, and in these times they would both be considered decidedly undersized. Their rowing was, however, particularly good as to time and swing. The boats, though outriggered, were far heavier than those of modern times. The outrigger was shorter, and the oar shorter also—shorter even than those used on fixed seats by the Universities just before the introduction of sliding seats. (E. C. Burton, by the way no mean authority, always maintained that a shorter oar was the more effective.) The boats were from 64 to 66 feet in length, and wanted continual driving to make them hold their way. The stroke rowed in those days was much faster than anything seen in the days of keelless boats. The London Rowing Club in 1865 were supposed to row a superhuman stroke when they got as high as forty-eight a minute. The Oxford Etonians opened people's eyes by rowing forty-six a minute in 1867. But prior to the introduction of keelless boats such a stroke as that was thought little of. In the first edition of Shadwell's 'Principles of Rowing,' 1846, it was stated that an University crew's racing outside effort should not and did not exceed forty-five per minute. A very good O.U.B.C. four did row at that rate in a close match—their Eight probably never. We recollect seeing Brasenose, with Greenall as stroke, in 1851, make a bump when rowing fifty a minute; and cut down their opponents at the Free Water Stone.

The Oxford crew of 1853 was coached by Mr. Chitty, who took an oar in the O.U.B.C. for the Stewards' Cup, when they beat the Argonauts and won the cup, the crew being :—

1. Prescott, K.
2. Nind, P. H.

3. Meade-King, W. O.
4. Chitty, J. W.

Coxm.—Petch, G., Lincoln.

Messrs. Meade-King and Macnaghten's rowing in this memorably close finish round Poplar Point in 1853 was a sight to see. Mr. Macnaghten's brilliant roll of University aquatics and subsequent achievements will be found under his name in the List of Old Blues. The Cambridge bow, Forster, is a distinguished mining engineer. Mr. Freshfield, the coxswain, now a solicitor, is one of the first men in his profession, and an eminent antiquary.

CHAPTER XVII.

1854.

SIXTH MATCH OVER THE PUTNEY COURSE.

THE star of Oxford was still in the ascendant in the year after their eighteen-inch victory for the Grand Challenge at Henley over Cambridge. In that year, as above stated, the result of the race was as much due to Cambridge having the outside station as to Oxford's superiority. But in 1854 they were easily beaten by Oxford in a match over the Metropolitan course. The two rival coxswains of former years, Messrs. Egan and Shadwell, had much to do with the training of the two crews this time. Mr. Chitty did not row, but he gave valuable help as a coach, especially during the latter part of Oxford's training. Cambridge had some bad luck in practice, and were suddenly deprived of the services of one of their best heavy-weight oars, Mr. Courage. Stephenson, who had rowed in 1853, and Mansel Jones, the stroke, had also to leave the crew a few days before the race on account of illness. This put them out a good deal, and may partly account for the bad form which they displayed in the match. Mr. Courage rejoined the crew in the last week of practice, but had not sufficient time to get used to the crew and to do himself justice; he rowed pluckily under difficulties, but practically the crew was little better than a scratch one. The metropolitan public had about this time begun to take an interest in these matches, and on the day of the race Putney exhibited something like the scene which those who rowed fifteen or twenty years ago can well recall. In these more modern days the chief crush is at Mortlake to see the finish. Then the great

SIXTH MATCH OVER THE PUTNEY COURSE, 1854. 71

thing was to see the start, and Putney Street used to be almost impassable by the 'Bells' from the mass of vehicles drawn up in line from that place to the 'Star and Garter.'

Putney to Mortlake, 8th April 1854, 10.40 a.m.

OXFORD.

	st.	lbs.
1. Short, W. F., New, . . .	10	3
2. Hooke, A., Worcester, . . .	11	0
3. Pinckney, W., Exeter, . . .	11	2
4. Blundell, T., Christ Church, . . .	11	8
5. Hooper, T. A., Pembroke, . . .	11	5
6. Nind, P. H., Christ Church, . . .	10	13
7. Mellish, G. L., Pembroke, . . .	11	2
8. Meade-King, W. O., Pembroke, . . .	11	8
<i>Coxn.</i> —Marshall, T. H., Exeter, . . .	10	3
Average,	11	1 $\frac{1}{2}$

CAMBRIDGE.

	st.	lbs.
1. Galton, R. C., 1st Trinity, . . .	9	11
2. Nairne, S., Emmanuel, . . .	10	2
3. Davis, J. C., 3d Trinity, . . .	11	1
4. Agnew, S., 1st Trinity, . . .	10	12
5. Courage, E., 1st Trinity, . . .	12	0
6. Johnson, H. F., 3d Trinity, . . .	10	13
7. Blake, H., Corpus, . . .	11	1
8. Wright, J., Lady Margaret, . . .	10	2
<i>Coxn.</i> —Smith, C. T., Caius, . . .	9	12
Average,	10	10 $\frac{1}{4}$

Oxford took the lead, and kept it all the way, winning easily by eleven strokes, or some four lengths clear. After the race the crews lunched with Mr Charles Phillips, at Mortlake, an entertainment which that most hospitable host keeps up to this day whenever practicable.

The merit of the rowing of Oxford was chiefly due to the faultless style of their stroke, Mr Meade-King, coupled with the able coaching of Chitty.

CHAPTER XVIII.

1855.

O.U.B.C. AND C.U.B.C. AT HENLEY.

IT was misfortune rather than fault which prevented the University match at Putney from being repeated this year ; and there is little doubt that, but for the extraordinary weather of the spring of 1855, the match would have established itself in that year as an annual event. Many of our readers will recall the inordinately severe frost which pressed so heavily upon our troops in the Crimea before Sebastopol. The effects of that frost were felt in England. From the middle of January until the end of March the Thames was frozen over from Oxford to Henley, with but few breaks in the vicinity of some of the lashers. (The same thing occurred in January 1860, but for a shorter period.) We well recollect the state of the river that spring. The ice was by no means in good condition for skating ; there had been a heavy fall of snow early in January and another in February, and in most places the surface of the river was soon as rough as a gravel path. Here and there the snow had drifted away, and had left a clear stretch of block ice. In Sandford Lasher Pool such was the case, and just below the Nuneham private boat-house, and round Nuneham Island, there was no snow ; but in other places it was pain and grief to skate, except for the novelty of navigating the Thames in a new fashion. The river was at an ordinary autumn level, and there were no floods in the adjoining meadows. The frost broke up with a final heavy snowfall on the night and morning of the 23d of February. After the 24th the Thames was no longer safe, and the huge blocks of ice which came drifting down for days and even weeks after the thaw had finally set in, drove all light boats off the river until March had well advanced. The Cam was frozen even earlier than the Thames, but being a more sluggish river this is not to be wondered at. The continuance,

however, of the frost effectually stopped any practice of University eights, and the two University Boat Clubs consoled themselves by making arrangements for a meeting in the Grand Challenge at Henley.

Oxford sent out a decidedly moderate crew, and in addition they carried an extra weight of coxswain of two stone. But so experienced a waterman as Mr. Marshall probably judged rightly, especially having regard to his success in the previous two years, that the extra weight was fully compensated by his superior knowledge and steadiness. Mr Marshall, who had rowed in the Eton eight in 1850, and had in that year also won the Eton pulling with his old shipmate Meade-King, was rowing stroke of his College all the time that he was steering the University boat. In 1853, Prescott, who had been rowing 7, was temporarily disabled, and Marshall took his place. When Prescott returned to his place, Meade-King, the President of the year, asked Marshall to steer and coach the crew, as the lightest good man he could find, and so he did.

The wind blew a stiff breeze from the Oxfordshire shore, and Cambridge, besides being rather the better crew, had the advantage of being on the windward station—a gain which *habitues* of Henley will not be slow to appreciate on such a day. The race was a one-sided one. Cambridge took the lead at once under the shelter of the bushes, and by Fawley Court they were clear, while Oxford were labouring and making lee-way in the rough water. Cambridge crossed Oxford above the White House, and won easily by a length and a half clear.

The crews were :—

CAMBRIDGE.		st.	lbs.
1. Pearson, P. P., Lady Margaret, . . .		11	0
2. Graham, E. C., 1st Trinity, . . .		11	3
3. Schreiber, H. W., Trinity Hall, . . .		11	3
4. Fairrie, E. H., Trinity Hall, . . .		11	12
5. Williams, H., Lady Margaret, . . .		11	8
6. Johnson, H. F., 3d Trinity, . . .		11	6
7. Blake, H., Corpus, . . .		11	11
8. Jones, H. R. M., 3d Trinity, . . .		10	2
Coxn.—Wingfield, W., 1st Trinity, . . .		8	6
Average,		11	5½

OXFORD.			st.	lbs.
1.	Short, W. F., New,	.	10	9
2.	Codrington, J. E., Brasenose,	.	10	9
3.	Everett, C. H., Balliol,	.	11	2
4.	Denne, R. H., University,	.	12	6
5.	Craster, T. H., University,	.	12	7
6.	Nind, P. H., Christ Church,	.	11	8
7.	Pinckney, W., Exeter,	.	11	2
8.	Hooke, A., Worcester,	.	10	6
<i>Coxn.</i> —Marshall, T. H., Exeter,			10	8
Average,			11	4 $\frac{3}{8}$

Of the oarsmen who rowed (not mentioned in former chapters), Mr. Fairrie officiates as judge at the Putney races, and usually at Henley. Mr. H. Williams made his *début* this year in the Cambridge boat, and did good service for his club up to and including 1859. Of the Oxford crew, Mr. Codrington (now, unfortunately, no more) had been immortalised in the 'Morning Post' that summer for his superhuman efforts to keep a weak Brasenose eight at the head of the river. A fine Balliol crew pressed him night after night, but he held his own for six nights. On the seventh he was crippled with a bad boil on his hand, and his No. 3 broke down and had to be replaced by a scratch man. Brasenose then succumbed, but 'died very hard,' as the 'Morning Post' described it. After this performance, Mr. Codrington was, as a matter of course, promoted to the University Eight, though he had the reputation of being the ugliest good oar in Oxford. He rowed what is called a 'round oar,' dipping too deeply in the middle of the stroke. It was a fault frequently found in Eton rowing, and was sadly conspicuous in the Oxford crew of 1840, which was half Etonian.

CHAPTER XIX.

1856.

SEVENTH MATCH OVER THE PUTNEY COURSE.

FROM this year the University Boat Race at Putney dates as an annual, and no longer as an intermittent institution.

Mr. Thorley came into notice this year. During 1856 and 1857 there was no better stroke afloat for length, evenness, dash, and style. But for a long time his merits were overlooked by the O.U.B.C. (just as those of Mr. W. Hoare were overlooked in 1861 till within three weeks of the race). To Mr. Salmon of Exeter, No. 3 in the Oxford boat, and old George West the waterman, then foreman to King the boat-builder, is, we believe, chiefly due the final recognition of Mr. Thorley's merits in 1856. But there was for a long time a prejudice and idea that he was 'too weak,' just as there was at Oxford against Mr. Way in the early part of 1874, and at Cambridge against Mr. Prest for many weeks in 1877. How each of these three strokes has belied the accusation of weakness, and has in his day kept his stroke longer than most of the heavy men behind him, is now a matter of history. Mr. Salmon was, with Mr. Stocken, singled out by 'Bell's Life' as worthy of mark for the work they did in this well-fought battle. He had also distinguished himself by rowing all through his University career in his College eight, beginning at the bottom of the river and rowing to the head without having once suffered the humiliation of a bump.

Oxford had not a single old oar in her crew. Mr. Pinckney, the President, was forbidden by his doctor to row in the race. He, however, earned such popularity by his administration, that on

his retirement from office a testimonial was given to him at a dinner to which he was invited by the leading rowing-men of the O.U.B.C. His cousin rowed stroke for Cambridge in 1868, and his nephew rowed in the Oxford boat in 1881. Cambridge had three, left out of her winning Henley eight of 1855; viz., Messrs. Fairrie, Williams, and Mansel Jones, the stroke.

Mortlake to Putney, Saturday, 15th March, 1856, 10.45 a.m.

CAMBRIDGE.

	st.	lbs.
1. King-Salter, J. P., Trinity Hall, . . .	9	13
2. Alderson, F. C., 3d Trinity, . . .	11	3
3. Lewis-Lloyd, R., 3d Trinity, . . .	11	12
4. Fairrie, E. H., Trinity Hall, . . .	12	10
5. Williams, H., Lady Margaret, . . .	12	8
6. M'Cormick, J., Lady Margaret, . . .	13	0
7. Snow, H., Lady Margaret, . . .	11	8
8. Jones, H. R. M., 3d Trinity, . . .	10	7
<i>Coxn.</i> —Wingfield, W., 1st Trinity, . . .	9	0
Average,	11	9½

OXFORD.

	st.	lbs.
1. Gurdon, P., University, . . .	10	8
2. Stocken, W. F., Exeter, . . .	10	1
3. Salmon, R. I., Exeter, . . .	10	10
4. Roche, A. B., Christ Church, . . .	12	8
5. Townsend, R. N., Pembroke, . . .	12	8
6. Lonsdale, A. P., Balliol, . . .	11	4
7. Bennett, G., New, . . .	10	10
8. Thorley, J. T., Wadham, . . .	9	12
<i>Coxn.</i> —Elers, F. W., Trinity, . . .	9	2
Average,	11	0½

The day was stormy, and the tide very early. It had been settled to row the race on the ebb, and the start took place at 'Barker's Rails,' just opposite the third towpath bridge above the 'Ship,' while almost exactly fronting it on the Middlesex shore stands a brick-and-stone pedestal. From this point to the 'Ship' is some three minutes' rowing on an ebb, and the extra distance thus added to the usual course may be set down at about three quarters of a mile.

The race was remarkable for being one of the hardest-fought contests ever rowed over the Putney water between the University Boat Clubs. Oxford led to the 'Ship'; Cambridge passed them off the 'White Hart,' and led at Barnes Bridge; Oxford had, so far, been on the outside station. They picked up down Corney Reach, their higher feather serving them in rough water, and rowed pretty level from Chiswick Church to Biffen's Yard. Here Cambridge had to 'easy all' twice on account of a formidable crab caught in the midships of their boat, and which resulted in their ship being half-filled with water. Oxford got away again by a few feet and led through Hammersmith Bridge. Off the 'Crab Tree' the greater strength of Cambridge told, and they rowed Oxford down, and won by half a length. Mr. Rich, the Oxford stroke of 1849, was umpire of this race. Both crews rowed in old boats; Cambridge, the winner, in a Searle boat belonging to Trinity Hall, 60 feet long; and Oxford also in a second-hand Searle boat, 64 feet long, and 2 feet 1 inch wide, belonging to Brasenose.

Of the oarsmen, we have in our last number alluded to Messrs. Fairrie and Williams. Mr. Lewis-Lloyd is well known as a veteran oarsman of the highest repute, and had with his present stroke, Mr. Mansel Jones, won the Eton 'pulling' in 1853. He succeeded Mr. Justice Chitty as umpire of the Putney match in 1880. It is notable that there were three 'Double Blues' in the crews. The Rev. J. M'Cormick, Mr. C. Bennett, and Mr. Wingfield all played in their University Elevens. Mr. Bennett was one of the founders of the Kingston Club, and rowed for them in 1859, 1860, and 1861 at Henley. He for many years acted as treasurer to that club, and received a valuable testimonial from them. He was also captain of the Winchester Eleven in 1851, when they performed the notable exploit of defeating both Eton and Harrow, when he was presented with a testimonial. Mr. M'Cormick has recently been appointed Canon of York. Mr. H. Snow is now the Rev. H. Kynaston, Head Master of Cheltenham. He had, prior to his migration to that school, been a tutor at Eton, and in his old age was sufficiently evergreen to row at Henley in 1866 in the celebrated pair of 'Mariner and Guest.'

Mr. A. P. Lonsdale is a county magnate and hunting man in Salop, and has always been a keen supporter of rowing. For many years a Newcastle watermen's Four named their boat after him, in compliment to his prowess and liberality. Of Mr. Townsend a special notice will be found in the chapter 'Honours taken by Old Blues.' It was in this year that Egan performed the feat of training both Universities, going on alternate weeks from Oxford to Cambridge and back again. Thus his love of rowing, *per se*, and his zeal for the maintenance of the noble art, outweighed his natural affection for his mother University. On the other hand, Oxford was never an ingrate stepmother to him—never refused his advice, or doubted his entire authority on rowing matters. In the same summer, to show that he was oarsman as well as Palinurus and Mentor, he won the Leander pair-oar sweepstakes from Westminster to Putney, beating five other boats.

CHAPTER XX.

1856-57.

*EIGHTH MATCH OVER THE PUTNEY COURSE. FIRST
APPEARANCE OF THE L.R.C. AT HENLEY.*

THERE was no battle of Blues at Henley in 1856; but that regatta was so closely connected with the revolution in the style of boat-building which was adopted in the next University match, that it cannot be passed over without comment.

There had been a rowing club at Chester for some years, but it had not come into prominence before 1855. At that time its leading spirit was a gentleman of private means, named Littledale. He took Mat Taylor into his confidence and employ. 'Mat' was, if we recollect right, about that time engaged as a ship's carpenter, and had been working on the 'Himalaya,' and was engaged by Mr. Littledale to build a boat for a Chester eight, and to coach the crew. The club had done pretty well the year before, and had won the Stewards' Cup. '*Rapit ardor eundi*,' and they now aspired to the Grand Challenge. Mat's boat was the joint production of his own brain and that of Mr. Littledale's, and was the first keelless eight built. (It will have been seen that the O.U.B.C. rowed in a keelless *four oar*, also of north-country build, in 1852.) It upset all theories of the day, and was derided when it was seen. It was some twelve feet shorter than the racing eights of that day, and was so unsteady compared to the boats to which oarsmen had been used, that no one could sit her. When the time came for drawing stations at the regatta, it was remarked that it would be unfair to make all the eights start by the sterns (the coxswains then held bungs attached to the rypecks), and yet win by bows, for in that case Chester would be

giving away twelve feet start. So the judges were told to decide by stern-posts, and this order, unaltered till after 1864, caused many strange decisions, for the public always judged by bows, and so did most competitors, and the latter often stopped in ignorance of the rule when their boats were half past the post, unconscious that the race was still going on until their sterns were clear. The race for the Diamond Sculls in 1864 was the last rowed under this order. The verdict was 'Won by a foot,' but Mr. Woodgate had reached the post some lengths ahead of his opponent, Mr. Mitchell. At the post, and half past it, he eased, and a stiff head-breeze stopped his boat's way. His opponent paddled up to him, and ran alongside, rowlock to rowlock. In this position they chatted, and finally their sterns passed the post. When the formal verdict was announced, and it was heard that Mr. Mitchell had technically been beaten only by a foot, the public expressed so much astonishment that there was a recall of the old standing order, and since then judging has returned to the bows.

To return to the Chester boat. Her crew could not clear the water; they splashed and rolled along, and the University men and Argonauts sneered at them for their slovenliness. But when it came to racing, Chester rowed clean away for the Grand Challenge, and also for the Ladies' Plate.

Even then few would admit the real cause of Chester's success. Mr. R. W. Risley had, however, an eye to the boat, and tried hard to get his University or College to buy her. They would not hear of her. So he bought her on his own account, and got her down to Oxford in the autumn. There he persuaded Exeter to try her, and she was soon believed in. They rowed head two years in her, won the Ladies' Plate, and kept her in use until 1863.

Mat Taylor's reputation was made on the spot. The Oxford President, Mr. Lonsdale, after seeing the Chester boat at Henley in spite of much opposition and at his own expense, had a boat built by Mat Taylor for the use of the O.U.B.C., and in which they rowed the Putney race. Mat was engaged to attend Oxford's practice, and was now and then put in at stroke to enforce the art of catching hold of the beginning of the stroke, which, although

EIGHTH MATCH OVER THE PUTNEY COURSE, 1857. 81

taught in 1841 by Menzies and Shadwell, and from a still earlier date by Egan as the *sine qua non* of good oarsmanship, was more difficult to attain in a craft which lifted forward at the instant the first touch of pressure was applied. Taylor being an oarsman of the Tyne, of the Clasper and Winship school, was quite capable of setting the example how to sit and handle this newly patented kind of racer. He was a genius in his way; but, as will be seen farther on, was unable to fix and perpetuate the principle on which success had been attained. Oxford had only Messrs. Gurdon and Thorley left of the old crew. Mr. Craster was asked to row, but was unable to do so. The new boat had the stroke oar on the starboard side, in the North-country fashion, which was awkward for a crew whose practice-boats had the stroke on the port side. Cambridge had two old oars left, Messrs. Snow and Lewis-Lloyd. Mr. H. Williams was in residence, but did not row. In practice Oxford showed great superiority, and on one boiling spring-tide they did the course in 19 min. 50 secs., a speed which remained unsurpassed during fixed-seat days, and until the first sliding-seat race of 1873. In the race they rowed clean away from Cambridge from start to finish, rowing much the slower stroke, and travelling at a pace which opened the eyes of rowing men as to the value of the new build.

Putney to Mortlake, Saturday, 4th April 1857, 11.10 a.m.

OXFORD.

	st.	lbs.
1. Risley, R. W., Exeter, . . .	11	3
2. Gurdon, P., University, . . .	10	0
3. Arkell, J., Pembroke, . . .	10	10
4. Martin, R., Corpus, . . .	12	1
5. Wood, W. H., University, . . .	11	13
6. Warre, E., Balliol, . . .	13	3
7. Lonsdale, A. P., Balliol, . . .	12	0
8. Thorley, J. T., Wadham, . . .	10	1
Coxn.—Elers, F. W., Trinity, . . .	9	2
Average,	11	9½

CAMBRIDGE.

	st.	lbs.
1. Holme, A. P., 2d Trinity, . . .	11	8
2. Benn, A., Emmanuel, . . .	11	5
3. Holley, W. H., Trinity Hall, . . .	11	8
4. Smith, A. L., 1st Trinity, . . .	11	3
5. Serjeantson, J. J., 1st Trinity, . . .	12	4
6. Lewis-Lloyd, R., Magdalene, . . .	11	11
7. Pearson, P. P., Lady Margaret, . . .	11	2
8. Snow, H., Lady Margaret, . . .	11	8
<i>Coxn.</i> —Wharton, R., Magdalene, . . .	9	2
Average,	11	8

Of these oarsmen we may mention the Rev. R. W. Risley, who here first wore broad blue, and whose name is now a household word in aquatics. In 1865-66 he rowed stroke of the Kingston eight at Henley, under the name of Mr. Wells; and for twelve years, up to 1882, acted as umpire, and, indeed, *quasi* 'managing director' of Henley Regatta. The Rev. E. Warre, ἀναξ ἀνδρῶν, a first-class man all round, is now master and tutor at Eton, and to his admirable instructions, as we have seen, may be ascribed all recent successes of Eton on the river; he also, not content with her *corona navalis*, has, as Major commanding the Eton volunteers, largely promoted the welfare of her land-forces. He has a scientific knowledge of both rowing itself and of boat-building which is unmatched in this generation, and we are indebted to him for great improvements in both oars, blades, and looms. The Rev. J. Arkell was, perhaps, the hardest worker for his weight that ever got into a boat. To see him and Mr. Warre row a pair was a treat, especially when they walked in for the Silver Goblets at Henley in 1858, against Messrs. Casamajor and Paine. Mr. Arkell's son rowed in his College boat *Corpus* in the summer of 1883.

In that year the London Rowing Club made a brilliant *début* on Henley waters, by defeating the O.U.B.C. for the Grand Challenge Cup. The Oxford crew was identical with that which had rowed at Putney, although differently arranged, Arkell rowing stroke instead of Thorley, who rowed 2, Gurdon rowing 7, and the other men moving one place forward.

CHAPTER XXI.

1858.

NINTH MATCH OVER THE PUTNEY COURSE.

THE year 1858 brought in its train better days for Cambridge. The C.U.B.C. turned out a very good crew, uniform in style and long in swing. Their excellence, apart from their rowing at Putney, received further confirmation later on at Henley, where, with a slight practice, by no means sufficient to wind up a University crew to 'concert pitch,' and with some of their men doing double duty in College crews at the regatta, they won the Grand Challenge. It is to be regretted that in the Putney race the Oxonians were prevented by a serious accident, such are the chances of war, from doing themselves justice. At the fourth stroke their stroke-oar caught a common 'crab,' and twisted his rowlock badly. This accident was attributed to the sudden swell of a steamer which was trespassing too near to the crews. We have seen as good oarsmen as Mr. Thorley catch crabs in a steamer swell on the tideway in exactly the same manner, on divers occasions, but fortunately for them not at so critical a moment. The *contretemps* had one good result. It helped to swell the indictment against the steamers, who completed the measure of their iniquity when they smashed the Cambridge boat at the conclusion of the race of 1865. After that the new Thames Conservancy Acts were passed, and powers obtained and *exercised* for the control of such offenders.

Indeed, had it not been for the prompt and courteous action of the Board of Conservators, the U.B.C.s must have long since been compelled to row the race in some more remote locality

where the multitude cease from troubling and the steamers (name of ill-omen to all Thames oarsmen) are at rest.

As to the race itself, after such a breakdown at the start, it needs but little comment, except that Cambridge ran foul of a barge a little higher up the first reach, and just managed to escape with no greater damage than delay for a stroke or two. But Oxford's chance was already extinguished, and Cambridge, rowing in very good style, led all the way after the crab and won by 22 seconds.

Of these crews, Cambridge was wholly trained by Egan, and Oxford by Shadwell. The latter crew had some ups and downs after arriving at Putney through the staving-in of their boat and illness in the crew; but they became quite fit again two days before the race, and were in perfect trim in their last row. The log-books of both these crews' practice are in existence, and very instructive they are, showing how faithfully, in accordance with all sound tradition, the men were ground into uniformity by long slow paddling, and once fallen together, were sent over the whole course every day when unhindered by circumstances. The timing of the two crews was so equal that no conclusion could be drawn from it.

Mat Taylor originally built for both crews this year, but the craft turned out for Oxford proved weak, and had to be discarded at the last in favour of a boat by Searle, and which originally had been built for Exeter. Cambridge used their Taylor craft in this race. Taylor, who, like many clever people, did not know why he had succeeded so well, thought to improve on his improvements, and thereby marred all. But the principles of boat-building are fixed and certain as the nature of the element the resistance of which has to be overcome. Edmund Warre, the hero of this race (for he gave the stroke the whole way to those behind him), has shown, by the crafts constructed by him at Eton, that there is one immutable form for every rowing-boat's hull, viz., a perfectly flat midship bottom and a rapid transition from the horizontal plane below to the vertical side. It took many years to convince the boat-builders of this fundamental truth, now, it is hoped, universally recog-

nised; but it was certainly known and fixed by 1858. The adoption of it by either University would often have entirely reversed the issue of the race.

Putney to Mortlake, Saturday, 27th March 1858, 1 p.m.

CAMBRIDGE.

	st.	lbs.
1. Lubbock, H. H., Caius, . . .	11	4
2. Smith, A. L., 1st Trinity, . . .	11	4
3. Havart, W. J., Lady Margaret, . . .	11	4
4. Darroch, D., 1st Trinity, . . .	12	1
5. Williams, H., Lady Margaret, . . .	12	4
6. Lewis-Lloyd, R., Magdalene, . . .	11	13
7. Fairbairn, A. H., 2d Trinity, . . .	11	12
8. Hall, J., Magdalene, . . .	10	7
<i>Coxn.</i> —Wharton, R., Magdalene, . . .	9	2
Average,	11	7½

OXFORD.

	st.	lbs.
1. Risley, R. W., Exeter, . . .	11	8
2. Arkell, J., Pembroke, . . .	11	3
3. Lane, C. G., Christ Church, . . .	11	10
4. Austin, W. G. G., Magdalen, . . .	12	7
5. Lane, E., Balliol, . . .	11	10
6. Wood, W. H., University, . . .	12	0
7. Warre, E., Balliol, . . .	13	2
8. Thorley, J. T., Wadham, . . .	10	3
<i>Coxn.</i> —Walpole, H. S., Balliol, . . .	9	5
Average,	11	10½

Of the new hands in these crews, Mr. Charlton Lane was a Double Blue, playing not only for the Oxford Eleven, but also for the Gentlemen of England *v.* Players many seasons, and known as about the best bat of his day. He was also one of the most successful racquet-players of his day, and his clever sketches give much pleasure to those who have the good fortune to see them. Mr. Ernald Lane (his namesake, but no relative) was a first-class man and Fellow of All Souls. Mr. Austin, eldest son of the stalwart Bishop of Guiana (who was in his own day a crack oarsman and cricketer, though there were then no Inter-University contests), is in orders, and holds a cure in Guiana. We saw him at Henley in 1878, if we recollect right, looking

hale and hearty, and apparently none the worse for some eighteen years' wear and tear in so relaxing a climate as Demerara. Two opponents in this race—Hall and Warre—had together won the Eton 'pulling' in 1853, steered by the present Cambridge coxswain, Mr. Wharton.

So much discussion arose and so much soreness was engendered on both sides by their unfortunate accident of the 1858 match, that it was hoped that the two crews would meet and fight it out again at Henley. Such was their desire, and each began to make ready; but Oxford broke down in practice, and could not make up a crew. Mr. Thorley was unable to row. Mr. Salmon, of Exeter (who had rowed in the 1856 match), rowed stroke until he became ill, and was forbidden by his doctor to row again. After this breakdown, coupled with the loss of Mr. Wood, Mr. Arkell, and one or two other oarsmen, the attempt to get a crew together was abandoned.

Cambridge, too, had experienced various vexatious difficulties, and as they had persevered, they felt annoyed at Oxford not coming to the post; but considering that Oxford, under the circumstances, could have sent only a scratch crew, they were no doubt justified in their decision not to row. Had the race been an affair solely between Cambridge and themselves it would have been different, but they had also the new and great London Club to meet, and to do so with a crew which would be only in name an University Eight, and which was neither trained nor practised, would not have been fair to the reputation of University rowing. Cambridge ably upheld the honours of the latter, though themselves short of practice and condition. The London Club also rowed under difficulties, for one of their crew, Mr. Catty, was taken ill only two days before the regatta. His place was filled by Mr. Nottidge, who, though in exercise, was by no means in racing condition. However, with the proverbial watermanship in which the Londoners are wont to surpass University men (whose rowing career while at Alma Mater is often too short to admit of their acquiring the art), Mr. Nottidge settled wonderfully well into his new place, and performed very creditably.

The first day of the regatta once more brought out a

Leander crew for the first time since 1841. Sundry old U.B.C. oarsmen of both colours made up their minds to start a Henley crew. When they had done so they found that they lacked the qualification of being a club of a year's standing, as required by the rules, so they enlisted under the Leander flag. Cambridge easily beat Leander on the opening day. The Old Blues in the Leander had not blended well, and lacked uniformity and condition, many of them rowing far below their old University form. On the second day Cambridge met London, and after a tremendous race beat them half a length from the inside station, the wind being off the Bucks shore, and slightly in favour of London up to the Point. The Cambridge crew were the same as their Putney team, except that G. A. Paley rowed bow *vice* Lubbock; Fairbairn was moved from 2 to 5 (Williams absent), and N. Royds came in at 7. J. T. Morland, now Clerk of the Peace at Abingdon, steered, and his coxswainship had much to do with the victory. The Cambridge crew was again trained by Egan.

Grand Challenge Cup, Henley, 1858.

L.R.C.				st.	lbs.
1.	Leeds-Paine, F.,	.	.	10	3
2.	Walter, F.,	.	.	10	0
3.	Schlötel, C.,	.	.	10	11
4.	Ditton, E. G.,	.	.	10	10
5.	Farrar, W.,	.	.	12	2
6.	Paine, J.,	.	.	12	5
7.	Casamajor, A.,	.	.	11	0
8.	Playford, H. H.,	.	.	10	4
<i>Coxn.</i> —Weston, H.,				6	0

Average, 10 13½

LEANDER.				st.	lbs.
1.	Wright, J., Lady Margaret,	.	.	11	2
2.	Pearson, P. P., Lady Margaret,	.	.	11	8
3.	Craster, T., University,	.	.	12	8
4.	Fairrie, E. H., Trinity Hall,	.	.	12	10
5.	Courage, E., 1st Trinity,	.	.	12	4
6.	Rocke, A. B., Christ Church,	.	.	13	0
7.	Lloyd, A. O., Trinity,	.	.	10	10
8.	Lonsdale, A. P., Balliol,	.	.	12	7
<i>Coxn.</i> —Adams, E.,				8	8

Average, 12 0½

CHAPTER XXII.

1859.

*TENTH MATCH OVER THE PUTNEY COURSE. FOUN-
DERING OF THE CAMBRIDGE BOAT.*

“Down went the Royal George,
With all her crew complete.”

THE year 1859 was the first in which the Trial Eight system began to bear fruit. Oxford had inaugurated the practice in the preceding autumn, under their President, Mr. Arkell, and, we believe, in consequence of a suggestion by their secretary, Mr. Risley. The idea has since been copied by Cambridge, and by every club of note on the Thames, as the best method of bringing out juniors for the impending season.

For many years previous—as early, at all events, as 1835—there had existed at Cambridge a bumping race, known as Captains *v.* University, which may be considered the precursor of the Trial Eights. It was rowed annually; one crew being selected from those who had been captains of their College boats during the previous May term, the other from the ablest rowing men in the University. The two crews were invariably trained by their steerers.

Oxford began training with much the same crew as that which eventually rowed at Putney, with the exception that E. Lane, of Balliol (‘Black’ Lane, as he was usually termed, in contradistinction to his namesake, but non-relative, ‘White’ Lane—the Double Blue—who rowed in the same crew), was troubled so much with boils that he had to withdraw on March 28. His place was taken by the late stroke of the Balliol Torpid, G. Thomas, now Treherne.

This gentleman had previously rowed in the Balliol eight, and was a Torpid oar only by accident. In those days if a man did not row in his College eight in any one year, he might row in the Torpid the next spring; and this was Mr. Thomas's case, he having been unable to row for his College eight in 1858. He was in fine condition, and was at once installed as stroke; but so much difficulty was found in fitting those behind him into their places, owing to predilection for stroke (or port) side on the part of those required to row No. 7, that another change was made—Thomas went 7, and the crew were settled in the order in which it eventually rowed.

The crew were a very strong one, rather rough in shape and uneven in feather in some places, but with good catch at the beginning, length of stroke, clean feather, and a severe experience of stormy gales during training.

Cambridge were a very elegant crew, well together and with an even feather, but a low one. They were the favourites with the public, especially as the club had won the year before, and had also secured the Grand Challenge at Henley. How far this favouritism was justified by trials in practice may be seen from the following comparative records of speed during their stay at Putney, and which are recorded in the U.B.C. annals:—April 11, both crews on ebb; much the same force of tide with each. Cambridge, 22 min. 23 sec. from 'Ship' to Putney Bridge; Oxford, 23 min. 30 sec. from Barker's Rails to Searle's (Simmond's), and 20 min. 30 sec. from the 'Ship' to Searle's. April 12, both crews again on the same course—Cambridge, 22 min. all the way; Oxford, 20 min. 25 sec. from 'Ship' to Searle's. Any *habitué* of the Thames knows that it is much less than a minute and a half's rowing from Searle's to Putney Bridge for all eights at racing pace; in fact, less than a minute.

On the day of the race, the wind blew a whole gale from N.E., & Putney Reach was a perfect sea. Above Hammersmith the id was across stream, but after passing Barnes Bridge the wind s again dead ahead, and the surf as bad as at Putney. Oxford nt first to stations, and Cambridge did not reach the starting- it till half an hour later. Oxford was considerably waterlogged

before Cambridge launched, but the low freeboard of the Cambridge boat caused her to ship, even in the paddle to the Aqueduct, as much or even more water than Oxford had taken in during their long delay.

The bad state of the weather had induced Cambridge strongly to urge a postponement of the race until the next day, but to this Oxford would not assent. Oxford won the toss, and chose the Fulham shore, which was the more sheltered. They led from start to finish, and were two clear lengths ahead after rounding Craven Point. They were twice as much ahead at Barnes Bridge, and off the 'White Hart,' Cambridge, who never flinched from rowing to the last, went bodily down—a most gallant performance, when it is on record that two of their number could not swim! They were rescued by the various other craft afloat, and providentially no life was lost. Oxford paddled the remainder of the distance, almost in a sinking state. When they landed it was found that their blue coats, which they had carried with them, and of which each man had placed his own under his seat at the start, were swilled up by the wash of the water in the boat into a pulpy mass behind bow, under the forward canvas, which had no bulkhead to it. In another quarter of a mile Oxford also would in all probability have foundered. No doubt the build of the Oxford boat served her crew in good stead on such a day, but comparative trials before the race seem to show that Oxford was a faster crew on any water.

This melancholy shipwreck arose from the same cause which in 1858 resulted in the failure of "Mat's" Oxford boat. Egan, who again trained his University, asked Shadwell to construct the Cambridge eight-oar. This was done in Searle's yard, and the boat went to Cambridge. But nothing could overcome the prejudice existing in Cambridge at that time against Searle's boats, and consequently they declined to row in her. The boat nevertheless accompanied the crew to Putney, in the hope that on being tried on the wider and rougher water her remarkable buoyancy would recommend her. In spite, however, of the fact that, in the usual preliminary trial against the scratch watermen's crew, the latter, rowing in this boat, headed the C.U.B.C. from Mortlake to

Chiswick Eyot, the Cantabs persisted in their refusal to use her. Jack Phelps said she sat on the water like a duck—a quality which would certainly have preserved its despisers from shipwreck.

Putney to Mortlake, Friday, April 1859, 11 a.m.

OXFORD.

	st.	lbs.
1. Baxter, H. F., Brasenose, . . .	10	12
2. Clarke, R. F., St John's, . . .	11	13
3. Lane, C. G., Christ Church, . . .	11	9
4. Lawless, Hon. V., Balliol, . . .	12	3
5. Morrison, G., Balliol, . . .	13	1
6. Risley, R. W., Exeter, . . .	11	2
7. Thomas, G. G. T., Balliol, . . .	12	0
8. Arkell, J., Pembroke, . . .	10	12
<i>Coxn.</i> —Robarts, A. J., Christ Church, . .	9	1
Average,	11	8½

CAMBRIDGE.

	st.	lbs.
1. Royds, N., 1st Trinity, . . .	10	6
2. Chaytor, H. J., Jesus, . . .	10	13
3. Smith, A. L., 1st Trinity, . . .	11	11
4. Darroch, D., 1st Trinity, . . .	12	4
5. Williams, H., Lady Margaret, . . .	12	6
6. Lewis-Lloyd, R., Magdalene, . . .	11	9
7. Paley, G. A., Lady Margaret, . . .	11	7
8. Hall, J., Magdalene, . . .	10	2
<i>Coxn.</i> —Morland, J. T., 1st Trinity, . .	9	0
Average,	11	5½

The honours of the day—as also the shouts of public sympathy—were quite as much with Cambridge as with Oxford; for the performance of the former in sticking to their oars after the race was hopelessly lost, and their foundering only a matter of moments, with their frames exhausted by a long race, and icy waves raging on all sides of them, should be a red-letter episode in U.B.C. history. Not for an instant did the boat deviate from its course to approach the shore, to make the impending swim

for life one yard shorter ; nor did any one man flinch or stop rowing until his oar floated out of the rowlock in the foundering.

Of the oarsmen, the Hon. V. Lawless, now Lord Cloncurry, is well known as a leading rifle-shot at Wimbledon, one of the Irish team for many years past, and one of the best of Irish landlords.

Mr. Thomas (now Treherne) is a solicitor in London, and was joint hon. secretary with Mr Goldie of the U.B.C.'s Jubilee Dinner Committee in 1881. He had won 'the pulling' at Eton in 1855, as did Mr Lawless two years later, the latter being also captain of the Eton boats in 1858.

Mr. G. Morrison, the Oxford President for several years, coached Oxford crews during their training, and in 1869 and 1870, in a spirit of true patriotism, did good service to University rowing generally, by placing his science and experience at the disposal of the sister U.B.C., and aiding Mr. Goldie to restore her fallen fortunes—

*Æmula sic virtus uno per secula utramque corde,
Academiam et fraterno foedere jungat.*

He has also more than once held the office of umpire at Henley. He is now a Wiltshire landowner and High Sheriff. In 1862 the O.U.B.C. gave him a handsome testimonial. He, in turn, gave to the O.U.B.C. the present annual Challenge Cup for the headship of the river.

No. 3 in the Cambridge boat, one of the two Cantabs who could not swim, has justified the prophecy uttered by the chairman of the Jubilee Dinner in 1881 that he was reserved for a higher fate than drowning by being raised to the bench, to the hearty satisfaction of all those, oarsmen and lawyers alike, who have the good fortune of his friendship. His elevation to the bench makes the judicial 'Four' complete, a veritable 'ναῦς ἵζη' of which 'Old Blues' may feel justly proud.

CHAPTER XXIII.

1859.

*LAST APPEARANCE OF THE U.B.C.S. AT HENLEY
REGATTA.*

IN the following summer both University crews were at Henley, as was also the London Rowing Club; and the latter gained the greatest triumph of which their records boast, amongst all their many memorable achievements, in defeating Oxford in the trial heat, and Cambridge, the holders, in the final heat for the Grand Challenge Cup. This was the last appearance of University crews in Henley waters; and for the following reasons. This regatta convinced them at last of what had been suspected by some of the best judges since 1857, viz., that the bare material of a University Eight did not, in their new keelless boats, suffice to make them any better than, or so good as, College crews which had fuller practice. In old days the greater strength of an University made them superior, as a rule, even with only a week or two of practice, to College eights, which had been at work since Easter. But in light boats so much more evenness of work was needed, that mere force did not avail against practice. University crews were not made up for Henley until the University Sculls and Pairs had been decided at Oxford and the Pairs at Cambridge. These came on after the College eights. The crews had little more than ten days' training and practice. In 1857 and 1859 they used to run to the top of Remenham Hill daily as part of their training, to get off weight, instead of being ready fit by the time that they reached Henley. The best College eights entered for the Ladies' Plate used nightly to do faster

times over the course than the Universities—an ugly fact, which the U.B.C.s tried to explain away at first, but which later on they admitted to be conclusive. So it came to pass that University Clubs this year learnt that unless a University Eight can be made up and put in regular work at least three weeks before Henley, it will not be so fast as a fast College crew that is thoroughly together, and which has been in work since the beginning of the summer term. The London Club began to work for Henley early in the summer, and made it their goal; the U.B.C.s took Henley *en passant*. The defeats of 1859 showed them the policy of sending College crews in future to do battle for them, and as a result, in the next four years, College crews beat London thrice, and London the Colleges only once. Ever since the University crews have been absent from Henley, the U.B.C.s make their effort but once a year, and that at Putney, while other clubs still make Henley their *Ultima Thule*.

Grand Challenge Cup, Henley, 1859.

LONDON.				st.	lbs.
1. Dunnage, G.,	.	.	.	9	5
2. Foster, C.,	.	.	.	10	0
3. Potter, F.,	.	.	.	10	4
4. Dunnage, W.,	.	.	.	11	7
5. Farrar, W.,	.	.	.	12	4
6. Paine, T.,	.	.	.	12	10
7. Casamajor, A. A.,	.	.	.	10	9
8. Playford, H. H.,	.	.	.	10	3
Coxn.—Weston, H.,	.	.	.	6	4

Average, 10 12

OXFORD.				st.	lbs.
1. Strong, C. I., University,	.	.	.	10	11
2. Baxter, H. F., Brasenose,	.	.	.	11	3
3. Lane, E., Balliol,	.	.	.	12	1
4. Warre, E., Balliol,	.	.	.	12	10
5. Morrison, G., Balliol,	.	.	.	13	5
6. Arkell, J., Pembroke,	.	.	.	11	2
7. Lane, C. G., Christ Church,	.	.	.	11	12
8. Risley, R. W., Exeter,	.	.	.	11	1
Coxn.—Robarts, A. J., Christ Church,	.	.	.	9	1

Average, 11 10½

CAMBRIDGE.

	st.	lbs.
1. Heathcote, S., 1st Trinity, . . .	9	7
2. Chaytor, H. J., Jesus, . . .	11	2
3. Ingham, J. P., 3d Trinity, . . .	10	12
4. Lewis-Lloyd, R., Magdalene, . . .	11	10
5. Holley, W. H., Trinity Hall, . . .	12	0
6. Collings, H. H., 3d Trinity, . . .	10	12
7. Royds, N., 1st Trinity, . . .	10	4
8. Hall, J., Magdalene, . . .	10	5
<i>Corn.</i> —Morland, J. T., 1st Trinity, . . .	8	13
Average, .		<hr/> 11 $\frac{1}{2}$

CHAPTER XXIV.

1860.

*ELEVENTH MATCH OVER THE PUTNEY COURSE.
THE "BLACK PRINCE" AT HENLEY.*

THE Putney race of this year exemplified the truism that the best and closest races are usually to be seen when moderate crews oppose each other. The chances are much against two extra-good crews being on the water together. A better race than that of 1860 has seldom been seen. The steamers delayed the race till the tide had reached the turn; even then there was a further delay, owing to a wherry, which carried a passenger for the umpire's boat, crossing the bows of the boats just as the word was given to start; the only false start on record. Oxford had won the toss, and most injudiciously chose the Middlesex station. The wind blew a breeze from the Surrey shore, and the leeward berth thus lost more from want of shelter than Craven Corner could give it in return, and after the Crab Tree the bend for more than two miles lay with the Surrey station; but there was a foolish tradition handed down by watermen (who judged only by sculling races and spurts for the lead, with jockeying to prevent a sternmost boat from repassing) that the Middlesex station must always be the best. In these later days the U.B.C.s are wiser, and choose stations according to wind and weather on the day, ignoring professional crotchets. On this occasion also the tide had actually begun to run down, and every *habitué* of the river knows that the stream ebbs first at the sides, even while it is still flowing in the centre.

The start was an early one, 8.15 A.M. After rowing pretty level to the London Boathouse, Oxford drew out, and were nearly clear

off the Crab Tree. There Cambridge, who had been rowing longer and steadier, began to cut them down, and just caught them at the steamboat pier, leading at Hammersmith Bridge by a foot or two. There was a slight foul just below Hammersmith, Oxford stroke clashing with Cambridge 7, but neither crew stopped rowing, though the Oxford stroke had his oar almost knocked out of his hands. Above Hammersmith, Cambridge drew in front on the inside of the bend, and were a good quarter of a length clear off Chiswick Church. Oxford piled on spurt after spurt, but could not overhaul them. They passed Barnes Bridge in much the same positions, and though Oxford drew up a trifle to Cambridge at the end, Cambridge won by about their own length. Time, 26 min. 5 sec.—the slowest race on record; but the state of the tide, to say nothing of a foul wind, quite accounts for this.

Putney to Mortlake, Saturday, 31st March, 1860, 8.15 a.m.

CAMBRIDGE.

	st.	lbs.
1. Heathcote, S., 1st Trinity, . . .	10	3
2. Chaytor, H. J., Jesus, . . .	11	4
3. Ingles, D., 1st Trinity, . . .	10	13
4. Blake, J. S., Corpus, . . .	12	9
5. Coventry, M., Trinity Hall, . . .	12	8
6. Cherry, B. N., Clare, . . .	12	1
7. Fairbairn, A. H., 2d Trinity, . . .	11	10
8. Hall, J., Magdalene, . . .	10	4
<i>Coxn.</i> —Morland, J. T., 1st Trinity, . . .	9	0
Average,	11	6½

OXFORD.

	st.	lbs.
1. Macqueen, J. N., University, . . .	11	7
2. Norsworthy, G., Magdalen, . . .	11	0
3. Halsey, T. F., Christ Church, . . .	11	11
4. Young, J., Corpus, . . .	12	8
5. Morrison, G., Balliol, . . .	12	13
6. Baxter, H. F., Brasenose, . . .	11	7
7. Strong, C. I., University, . . .	11	2
8. Risley, R. W., Exeter, . . .	11	8
<i>Coxn.</i> —Robarts, A. J., Christ Church, . . .	9	9
Average,	11	10½

Of these crews, Mr. Young died a few years later of typhus fever, lamented by all who knew him. Mr. Norsworthy was called to the Bar, and was for ten years one of the most efficient members of the Inns of Court Rifle Volunteers, during which time he shot five years for the Elcho Shield at Wimbledon as a member of the English Eight against the Scotch and Irish teams, winning three times.

Although the performances of a College crew are not within the strict limits of a history of 'Old Blues,' we must place on record that at the succeeding Henley Regatta 1st Trinity won both the Grand Challenge and Stewards' Cups, besides walking over for the Ladies' Plate and Visitors' Cup. Messrs. Royds, Heathcote, and Ingles were the three Blues in their College crew, and another future Blue, Mr. G. S. Richards, also rowed in it.

Egan again trained Cambridge, and in the same summer trained 1st Trinity (Black Prince) for their victories at Henley. Of this 1st Trinity crew, G. Morrison, President O.U.B.C., says in the Club record—'No praise is too great for the 1st Trinity: they were perfect, better than most University crews; but they had attained their perfection only by constant practice together, and hard work.' Golden words these—

'Digna linenda cedro, aut lævi servanda cupresso.'

CHAPTER XXV.

1861.

TWELFTH MATCH OVER THE PUTNEY COURSE.

OXFORD began next year with a completely new crew, with the exception of the President, Mr. G. Morrison. For some time the boat went badly. There were several disappointments, and Messrs. Carr and Woodgate, both of whom rowed the next year, and who were wanted on this occasion, were prevented from taking places in the boat. Mr. Morrison tried all sorts of men at stroke and 7, until, under Mr. Risley's advice, he selected Mr. W. Hoare for stroke only three weeks before the race. After this the crew mended rapidly, and when they reached Putney were a model of neat time and good swing. Cambridge, strange to say, were the favourites until the last day or two, when Oxford beat a watermen's crew; and Cambridge in a similar trial failed to pass the professionals, who kept jockeying in front of them, having been allowed a couple of lengths' start. After this the wind of popular favour veered to the side of the dark blues; but none seemed to know the truth better than the wary old Cambridge stroke, if we may judge from his tactics in the race—so different from those of the year before, when he had a crew on whom he could rely to keep it up all the way.

Cambridge won the toss, and took the Fulham side. In the race Mr. Hall started at 44 a minute, Mr. Hoare beginning steadily at 37. Cambridge led half a length off Simmonds, and then their bolt was shot. Oxford settled down to a long, even stroke, and came up hand over hand. They drew clear just beyond Craven Corner, both boats being much hampered by the swell of steamers that lay in wait halfway up the course, and that selfishly steamed

110970A

on as the race neared them. Oxford led three lengths at the Crab Tree, and six at Hammersmith. After this the steamers began to close on to Cambridge, and, by 'sucking' them, to take off much of their pace. This foul play did not really affect the result of the race, but it made matters easier for Oxford, who now rowed right away, and won in a paddle by 47 sec., by far the hollowest race since 1841.

The good style of Oxford this year was all the more remarkable, inasmuch as that they had very little coaching after the Trial Eights, at all events after Mr. Morrison took his seat in the boat. Messrs. Risley, Arkell, Warre, Baxter, and E. Lane looked on each for a day or two, but none could find time to stay and take the crew regularly in hand. The real making of the crew was Mr. Hoare's exceptionally good stroke, backed by as stylish and accurate a No. 7 as ever rowed in Mr. Hopkins.

Putney to Mortlake, Saturday, 23rd March 1861, 11 a.m.

OXFORD.

	st.	lbs.
1. Champneys, W., Brasenose, . . .	10	11
2. Merriman, E. B., Exeter, . . .	10	1
3. Medlicott, H. E., Wadham, . . .	12	4
4. Robertson, W., Wadham, . . .	11	3
5. Morrison, G., Balliol, . . .	12	8
6. Poole, A. R., Trinity, . . .	12	3
7. Hopkins, H. G., Corpus, . . .	10	8
8. Hoare, W. M., Exeter, . . .	10	10
<i>Coxn.</i> —Ridsdale, S. O. B., Wadham, . . .	9	0
Average,	11	4½

CAMBRIDGE.

	st.	lbs.
1. Richards, G. H., 1st Trinity, . . .	10	4
2. Chaytor, H. J., Jesus, . . .	11	3
3. Tarleton, W. H., St. John's, . . .	11	0
4. Blake, J. S., Corpus, . . .	12	10
5. Coventry, M., Trinity Hall, . . .	13	3
6. Collings, H. H., 3d Trinity, . . .	10	11
7. Fitzgerald, R. U. P., Trinity Hall, . . .	11	2
8. Hall, J., Magdalene, . . .	10	6
<i>Coxn.</i> —Gaskell, T. K., 3d Trinity, . . .	8	3
Average,	11	4½

CHAPTER XXVI.

1862.

THIRTEENTH MATCH OVER THE PUTNEY COURSE.

THE preparation for the race of this year was marked by the adoption of the Trial Eight system at Cambridge, in emulation of that which had been inaugurated three years before at Oxford. Cambridge had bad luck during training ; one heavy-weight after another broke down, the most serious loss being that of B. P. Gregson, of 1st Trinity. Mr. Gregson had been in the Black Prince eight at Henley in 1860, and again in 1861, when they won the Grand Challenge Ladies' Plate, Stewards' and Visitors' Cups for the second year in succession. At length Cambridge came to the post with a neat but abnormally light crew. Oxford were almost a stone per man heavier, but rather rough in the middle of the boat. The Oxonians had been coached by Mr. G. Morrison, the President, during the early part of training : but about the beginning of Lent the floods rose to such an extent that it was no longer possible to accompany them on the bank, and a casual inspection *en passant* from Nuneham Railway Bridge on long-course days, or from a gig pair in short-course practice, was all the further tuition that they got until the last week of their training at Putney. They began with what might to superstitious minds appear an ill-omen, for on the first day of strict training, having been despatched to row the long course in the teeth of a sou'-wester, they gradually filled with water below Iffley Lock, and went bodily under just beyond the first bridge, where the river divides, and sends a branch stream to Sandford Great Lasher. The crew rowed in an open gig, an oversight which was rectified in later seasons.

The stream later on was so strong that the crew did abnormally fast times in their gig eight over the long course. On one occasion they rowed the distance in 16 min. 54 sec., by two watches in the boat. Mr. G. Morrison, who did not accompany them (in consequence of the floods), and who only saw them pass Nuneham Railway Bridge, refused to believe the time, and put on 5 min. to account for the 'error,' and as such entered the day's performance in the log. The river subsided a trifle in the next day or two, but on the next long-course day the time was again taken, and found, by undeniable timing, to be within a second or so of 17 min. This also was in the gig boat. Later on, when the crew took to a light boat, and rowed a faster stroke, the times were not so fast as on the two occasions last mentioned. The falling-off of the stream explained this. These times are here recorded, not to show any super-excellence in the Oxford crew of that year (for they were undeniably inferior to their successors of 1863), but rather to point out the unreliability of time tests, over the Oxford or any course, as evidence of the capacity of a crew, unless the conditions of wind and stream are fully ascertained beforehand. If the Oxford crew of 1862 could do such times at a slow stroke and in a gig eight, there is little doubt that a crack crew, in a racing boat and at a half-racing stroke, could, under similar conditions of water and weather, do something very like 16 min.

The river during the practice of the crews at Putney was so full of 'land water' that at Putney there was scarcely any tide, and at Mortlake none at all during the week. Oxford soon became the favourites, their extra weight and pace being patent to all. They beat the watermen's eight easily in a trial, giving them two lengths' start at the 'Ship' (on the ebb), catching them at Barnes Bridge (with a foul), and clearing them before the Bathing Place, and winning by half a mile. Cambridge, who felt rather weak and overworked, did not attempt to race the watermen.

In the race Oxford led from the start, and were clear in half a mile. When they were six lengths away, the steamers, as in 1861, closed round and sucked Cambridge all the way from Hammersmith, and made Oxford's task still easier. Oxford won by

THIRTEENTH MATCH OVER PUTNEY COURSE, 1862. 103

half a minute in 24 min. 40 sec. on dead water, and against a head wind for the first mile.

Putney to Mortlake, Saturday, 12th April 1862, 12.8 p.m.

OXFORD.

	st.	lbs.
1. Woodgate, W. B., Brasenose, . . .	11	6
2. Wynne, O. S., Christ Church, . . .	11	3
3. Jacobson, W. B. R., Christ Church, . . .	12	4
4. Burton, R. E. L., Christ Church, . . .	12	5
5. Morrison, A., Balliol, . . .	12	8½
6. Poole, A. R., Trinity, . . .	12	5
7. Carr, C. R., Wadham, . . .	11	2½
8. Hoare, W. M., Exeter, . . .	11	1
<i>Coxn.</i> —Hopwood, F. E., Christ Church, . . .	7	3

Average,	11	11½
----------	----	-----

CAMBRIDGE.

	st.	lbs.
1. Gorst, P. F., Lady Margaret, . . .	10	4
2. Chambers, J. G., 3d Trinity, . . .	11	8
3. Sanderson, E., Corpus, . . .	10	10
4. Smyly, W. C., 1st Trinity, . . .	11	5
5. Fitzgerald, R. U. P., Trinity Hall, . . .	11	3
6. Collings, H. H., 3d Trinity, . . .	11	2
7. Buchanan, J. G., 1st Trinity, . . .	10	12
8. Richards, G. H., 1st Trinity, . . .	10	5
<i>Coxn.</i> —Archer, F. H., Corpus, . . .	5	2

Average,	10	13½
----------	----	-----

Mr. Hopwood, the Oxford coxswain, had well learnt his business at Eton, where also Burton, 4 in the boat, had with Mr. Lawes, the Cambridge stroke to be of 1865, won 'the pulling' in 1859. It is to be noted that Mr. Archer's weight on this occasion is the lightest of any that has been carried in these matches. This year two prominent names appear for the first time in the U.B.C. records, Woodgate and Chambers, to whom, amongst their other services to their U.B.C.s, the origin of the present record is due. Mr. Chambers' untimely death on the 4th of March 1883, in the midst, and partly as the result, of his indefatigable labours in the interest of aquatic and athletic sport,

was the more pathetic as occurring only a few days before the Putney Race. The two U.B.C. flags, specially sent by the Presidents for the purpose, formed his pall, and several Old Blues accompanied their old shipmate to his resting-place in Brompton Cemetery. Of Mr. Woodgate's unique aquatic performances a record will be found under his name in the 'List of Old Blues.' He has probably rowed and won more races, done more coaching, seen more, said more and written more of and about University and College rowing of late years than any other two of his contemporaries put together.

CHAPTER XXVII.

1863.

FOURTEENTH MATCH OVER THE PUTNEY COURSE.

IN 1863 all went smoothly, except that there was some difficulty in fixing the date of the race. The C.U.B.C. wished to postpone the race until after Easter, to which Oxford would not assent, and eventually the C.U.B.C. gave way. Oxford had begun training with a different crew to that which rowed in the race. Mr. A. Seymour was at 6, Mr. Carr at 7, and Mr. Parson at 4. A day or two later (a month before the race) Mr. Woodgate was able to join the boat, and Mr. Seymour gave way to him, Mr. Carr going to 6, and Mr. Woodgate to 7. About eleven days before the race, after the light boat had been taken to, it was found that Mr. Parson was not lively enough at the beginning of the stroke, and he was replaced by Mr. Awdry. This made the stroke-side too weak, so Mr. Woodgate went to 4, Mr. Awdry to 6, and Mr. Carr returned to 7, and in this form the crew rowed the race. The Oxonians had some narrow escapes of breakdown. Mr. Shepherd sprained his back, had to rest for a day or two, and then was patched up with plasters; Mr. A. Morrison had a badly festered hand, and could hardly touch his oar with it during the last week at Putney, though on the day of the race it was lanced sufficiently for him to hold the oar, with much pain to himself.

Cambridge were some time in finding a suitable stroke, but at last they pitched upon Mr. Stanning, who had just distinguished himself in the Classical Tripos. He 'got longer every day,' so his own men described his rowing, and the crew seemed very well content with him when they reached Putney. The chief

fault of the crew was that the men in the middle of the boat feathered very badly under water.

During their stay at Putney, Cambridge won their trial against the London twelve-oar, while Oxford lost theirs against a watermen's crew. The latter had a couple of clear lengths' start, and were one and all in full training for some match or other, with the exception of G. Hammerton. Mr. A. Morrison, as above stated, was rowing with one hand only, so that Oxford could hardly do their best on that day. Their coxswain was under orders not to foul the watermen, and as the latter crossed him on whichever side he tried to pass, he spent the journey from Barnes Bridge to the Aqueduct in dodging from one side to the other, trying to pass between the watermen and one or other bank. This was, if we recollect right, the last occasion on which the watermen were raced in this fashion by University crews—*i.e.*, with a lead conceded, and with *carte blanche* to cross and recross *ad lib.* In subsequent years a stipulation was made for room to pass. In 1862 Oxford *did* foul the watermen, and jammed their way past them, declining to be forced ashore; but for this they might have never got by.

The failure of Oxford to beat the watermen brought Cambridge into better favour. It was settled to row the race on the ebb, and the start was fixed at Barker's Rails, opposite the 'Pedestal' which still stands on the Middlesex shore. The finish was at the 'Star and Garter.' There was a good deal of delay at the start; the steamers were unruly and would not lie behind the boats; the crews declined to start so long as they were headed. In this manner time was cut to waste until the old 'Jupiter' (usually one of the worst offenders of the class) took the ground with the falling of the tide. Still the crews remained firm, and as the other steamers began to see that they would one and all be high and dry before long if they persisted in their obstinacy, they fell back for a few seconds and the race got away.

Oxford had the best (the Middlesex) side; the river was in state of boil from the steamers' paddles backing, and the start was rather wild on both sides; but in a dozen strokes Oxford drew nearly clear, and increased their lead all the way, reachin

FOURTEENTH MATCH OVER PUTNEY COURSE, 1863. 107

the 'Ship' in 3 min., Barnes Bridge in 6 min. 3 sec., and the 'Star and Garter' in 20 min. 6 sec.; Cambridge 45 sec. astern of them. Not a steamer was in sight round Craven Point when the race was over; the shallows of the half-ebb completely stopped the flotilla.

Mortlake to Putney, Saturday, 28th March 1863, 10.25 a.m.

OXFORD.

	st.	lbs.
1. Shepherd, R., Brasenose, . . .	11	0½
2. Kelly, F. H., University, . . .	11	5½
3. Jacobson, W. B. R., Christ Church, . .	12	4
4. Woodgate, W. B., Brasenose, . . .	11	11
5. Morrison, A., Balliol, . . .	12	4
6. Awdry, W., Balliol, . . .	11	4
7. Carr, C. R., Wadham, . . .	11	3½
8. Hoare, W. M., Exeter, . . .	11	7½
<i>Coxn.</i> —Hopwood, F. E., Christ Church, .	8	4½
Average,	11	8½

CAMBRIDGE.

	st.	lbs.
1. Hawkshaw, J. C., 3d Trinity, . . .	11	0
2. Smyly, W. C., 1st Trinity, . . .	11	4
3. Morgan, R. H., Emmanuel, . . .	11	3
4. Wilson, J. B., Pembroke, . . .	11	10
5. La Mothe, C. H., St. John's, . . .	12	3
6. Kinglake, R. A., 3d Trinity, . . .	12	0
7. Chambers, J. G., 3d Trinity, . . .	11	6
8. Stanning, J., 1st Trinity, . . .	10	6
<i>Coxn.</i> —Archer, F. H., Corpus, . . .	5	9½
Average,	11	5½

We regret to say that of these crews Messrs. A. Morrison and Jacobson are both deceased; the former of fever, the latter (of whom a special notice will be found in the chapter intituled 'Honours taken by Old Blues') of decline. Mr. Kinglake—a familiar name in Eton aquatic annals—and Mr. Hawkshaw had rowed against each other in the first Eton and Westminster race of the second series, 1860.

CHAPTER XXVIII.

1864.

FIFTEENTH MATCH OVER THE PUTNEY COURSE.

AT Cambridge in the autumn of 1863 the Trial Eight system was again adopted, and no less than three trial crews were trained and raced at Ely. One crew contained all the heaviest men, and was set to give two lengths' start to two lighter crews, which it did with success. Then the lighter crews had a row between themselves. For all this Cambridge did not turn out in good style, the race showing that many faults had crept into their rowing, some the results of misfortune and some of fault. Feather under water, bucketing recovery, hang at the finish, bent arms, and such like violations of first principles of rowing were the results of careless teaching; but want of life and catch at the beginning were greatly due to the silted and shallow state of the Cam, which was becoming annually worse; and so it came to pass that a racing-boat on the Cam was heavier offhand than a gig eight on the Thames. Half the art of light-boat racing lies in getting sharp hold of the beginning of the stroke. Oxford were yearly getting more adepts at this, while Cambridge were deteriorating, partly owing to the state of their river, and partly owing to a want of confidence in their advisers. Like unsuccessful Athenians, their first idea after a defeat was to lay the blame on their generals.

Mr. Carr was President of the O.U.B.C., but did not row. At first Mr. Meredith Brown rowed stroke; later on he went to 7, and Mr. Pocklington went to stroke. The crew then began to mend hopefully, chiefly owing to the existence of a reliable No

7, a place which no one up to that time had satisfactorily filled. The crew were very tall, averaging over 6 feet in height, and only 11 st. 7 lbs. in weight; they were rather injudiciously over-trained, and it was a very near shave whether Mr Seymour did not break down altogether. He suffered badly from boils, and strained his elbow-joint, in which an abscess appeared after the race, and permanently crippled the limb.

The Cantabs were all well and hearty, and heavier than their opponents; but were badly together and rough in style, while Oxford were peculiarly neat and even. The Presidents decided to start at the 'Star and Garter,' and not to go until all steamers were astern of the boats. In this they were at last successful. The Prince of Wales attended the race for the first time, on board the Thames Subscription Club steamer. In those days the towpath was still open to horses, and there was a charge of cavalry almost a hundred strong alongside of the race.

Cambridge bustled off with a lead, and were half a length ahead before the Point was reached. Oxford settled down to a longer and slower stroke, and drawing level near the Grass Wharf, drew clear off Rose Bank. From this point Oxford went well away, and won easily by half a minute. The finish was nearly 300 yards beyond the 'Ship.' Time, 21 min. 40 sec. In their trials Oxford had rowed half-mile starts level with the watermen, and in others had given half a length lead; and in all cases had drawn clear in three minutes. Cambridge beat the London Twelve.

Putney to Mortlake, Saturday, 19th March 1864, 11.30 a.m.

OXFORD.

	st.	lbs.
1. Roberts, C. P., Trinity, . . .	10	9
2. Awdry, W., Balliol, . . .	11	4½
3. Kelly, F. H., University, . . .	11	9
4. Parson, J. C., Trinity, . . .	12	9
5. Jacobson, W. B. R., Christ Church, . . .	12	3½
6. Seymour, A. E., University, . . .	11	1
7. Brown, M. M., Trinity, . . .	11	0
8. Pocklington, D., Brasenose, . . .	11	4
Coxn.—Tottenham, C. R. W., Christ Church,	7	3
Average,	11	7½

CAMBRIDGE.

	st.	lbs.
1. Hawkshaw, J. C., 3d Trinity, . . .	11	3
2. Pigott, E. V., Corpus, . . .	11	9
3. Watson, H. S., Pembroke, . . .	12	4
4. Hawkins, W. W., Lady Margaret, . . .	12	0
5. Kinglake, R. A., 3d Trinity, . . .	12	4
6. Borthwick, G., 1st Trinity, . . .	12	1
7. Steavenson, D. F., Trinity Hall, . . .	12	1
8. Selwyn, J. R., 3d Trinity, . . .	11	0
<i>Coxm.</i> —Archer, F. H., Corpus, . . .	6	6

Average,	11	11½
----------	----	-----

Of these we regret to say that Mr. D. Pocklington died of decline at Bournemouth in the year 1870. His disease did not seem to be attributable to rowing, for he rowed as a Bachelor in his College crew two years successively, and seemed in good health when he took orders; but he caught a bad chill from doing duty in wet clothes through a long service and sermon, and thus laid the fatal seeds. He seemed to get better, but a second similar chill permanently affected his lungs, and he gradually sank. Many of his old comrades of the oar went to see both him and Mr. Jacobson in their last days. Universally popular in life, in death they were universally regretted. True to what should be the principles and practice of Old Blues, they rowed their stroke through to the end, and died at their post oar in hand. Mr. Tottenham this year commenced his victorious lustrum which he had foreshadowed by steering the Eton eight in 1863. Kinglake and Selwyn achieved together, as will be seen on reference to the Aquatic Honour Column in the 'List of Old Blues,' several aquatic victories; and Selwyn, treading in his illustrious father's steps, already adorns the colonial episcopate. Mr. Tottenham this year commenced his remarkable '*Lustrum*' as coxswain of five winning boats in succession. He had steered the Eton boat in 1862.

CHAPTER XXIX.

1865.

SIXTEENTH MATCH OVER THE PUTNEY COURSE.

THE race of 1865 was a most sensational one as regards the features of the contest itself. A tradition had crept in that first through Hammersmith Bridge meant first past the 'Ship' at Mortlake. There had been one exception, that of the first of the two matches of 1849, when Oxford had led through the bridge and had been overhauled later on. But it was so generally confessed that in that race Oxford were short of condition, that this one exception was held to prove the rule. Although as late as 1860 Oxford had led for the best part of the distance to Hammersmith, and had failed to win, yet in that race the tradition held true, for Cambridge had reached the bridge first, though only by a yard or so. Anyhow, few contemplated the possibility of a crew who held not a nominal, but a clear and commanding, lead at Hammersmith, failing to maintain that lead to the finish. How this tradition was upset in the present year the story of the race will disclose.

Cambridge had a much more promising set of men to work upon in 1865 than in the previous year 1864. They had begun to realise that they had been deficient in catch at the beginning of the stroke during the few preceding years, and they set to work to correct the fault. They certainly did hit the beginning at last; a man's head had been in contact with one of their blades as it ruck the water, his cranium would probably have been fractured with the force of the impact. The crew rowed very well together, and a quick but rather a bucketing recovery, and did not feather

under water so much as their immediate predecessors. Such a crew ought to have been formidable, composed as it was of several very good oarsmen ; notably, stroke, 7, 5, and 4, all men who would be welcomed in the best of University Eights. But there had crept in, unobserved by the crew, an insidious fault, which greatly neutralised all the other improvements ; and that was a tendency to 'clip' the stroke. This 'catch' of the beginning was attained, not by a sudden application of strength and an instant dip into the water, but by bringing the oar blade 'slantendicular' to the water, striking the water much nearer the rowlock than should be the case if the oar dropped perpendicular after the recovery and feather were over. The long journey of the oar, from the time when the oarsman began to swing his body back until the time when the blade reached the water, gave a great impetus to the blade, and made it strike the water with great violence ; but meantime the beginning of the stroke had been rowed in air. The middle of the stroke became the beginning, and this, such as it was, was caught with a vengeance. The effect of this style was to shorten the stroke materially. Hence, in order to command a racing pace the crew had to row an abnormally rapid stroke, which naturally exhausted the oarsmen, and ruined the hopes of a crew that but for this one fault might have won. Oxford had a very rough lot of recruits to deal with. To begin with, her stroke and No. 5 were the only high-class oars she had. Later on a very rough diamond developed polish, and in the last three weeks disclosed the making of what he was by the end of that summer and a year later, viz., one of the finest heavy-weights both for style and work that either University ever turned out. This was their No. 3. The only parallel that we can recall of a rough, backward, but powerful man suddenly turning out first-class at the last, and in the very nick of time, is that of Mr. Burgess, No. 6 for Oxford in 1878 ; these examples should show Presidents the importance of persevering with big, pair taking men, at all events to within the last fourteen days of training, when if the experiment fails, as it did with Mr. Parsons 1863, a lighter and more stylish oar can then be introduced his place. Moreover, the pains spent upon the big man may

well repaid another year, as in Mr. Parson's case, for he well won his seat in 1864, though there had not been time fully to polish him up in 1863.

However, to return to the race. Of the Oxford crew some were small, light-weight men, some were strong, but decidedly rough. It is scarcely too much to say that their success was greatly owing to the strong steady swing of their stroke, and his coolness and excellent generalship.

The race was on a beautiful summer day. The steamers, as usual, misbehaved, and lay in front of the boats at the start, the 'Midge' and 'Matrimony' being the worst offenders. In these circumstances the Presidents decided not to start, and the crews went back to the boat-houses. The public looked like lynching the offending steamers, and the captains of the latter at last came to reason; then a start was effected. Oxford had won the toss, and took the Fulham side; the tide had all but stopped. Cambridge went off at forty-four strokes a minute, and took a lead after the first few strokes. Oxford rowed thirty-eight or thirty-nine. Cambridge drew clear off the Point, still maintaining their fast stroke. They took Oxford's water off the Crab Tree, and the Oxford stroke, feeling his crew getting rather wild, with excellent generalship, instead of spurting, slackened his stroke until they got together again. Cambridge shot Hammersmith Bridge a clear length in front. But round the curve off the Mall Oxford were seen to be holding their own; off Chiswick Eyot Cambridge were tiring. At the Church Oxford's bow nearly reached their rudder, and they began to go to pieces, while Oxford still swung along at their old steady stroke, the utmost that they could row without getting short. In another minute Oxford had got up level, and then left Cambridge far more rapidly than the latter had left them at the start. Oxford led by three lengths at Barnes, and won by 16 sec. in 21 min. 14 sec. Oxford had a near shave of collision with a sailing-yacht just below Barnes, and their coxswain's pilotage in the emergency earned him much *kudos*. In those days the Conservancy had no statutory powers to clear the course. The Cambridge boat was stove in by a mischievous tug just after the con-

clusion of the race. On the whole, the steamers behaved about as badly as they well could.

Putney to Mortlake, Saturday, 8th April 1865, 1.3 p.m.

OXFORD.

	st.	lbs.
1. Raikes, R. T., Merton, . . .	11	0
2. Senhouse, H. P., Christ Church, . .	11	1
3. Henley, E. F., Oriel, . . .	12	13
4. Coventry, G. G., Pembroke, . . .	11	12
5. Morrison, A., Balliol, . . .	12	6
6. Wood, T., Pembroke, . . .	12	2
7. Schneider, H., Trinity, . . .	11	10
8. Brown, M. M., Trinity, . . .	11	4
<i>Coxn.</i> —Tottenham, C. R. W., Christ Church,	7	13

Average,	11	11½
----------	----	-----

CAMBRIDGE.

	st.	lbs.
1. Watney, H., Lady Margaret, . . .	11	1
2. Beebee, M. H. L., Lady Margaret, . .	10	12
3. Pigott, E. V., Corpus, . . .	11	12
4. Kinglake, R. A., 3d Trinity, . . .	12	8
5. Steavenson, D. F., Trinity Hall, . .	12	4
6. Borthwick, G., 1st Trinity, . . .	11	13
7. Griffiths, W. R., 3d Trinity, . . .	11	8
8. Lawes, C. B., 3d Trinity, . . .	11	7
<i>Coxn.</i> —Archer, F. H., Corpus, . . .	7	3

Average,	11	9
----------	----	---

Messrs. Lawes and Griffiths had been successively in 1862 and 1863 captains of the Eton boats, where Mr. Lawes had also won the 'Pulling' and 'Sculling.' This gentleman was one of the best runners of his day, and has in his subsequent career as an artist and sculptor given further proof of the versatility of 'Old Blues.'

CHAPTER XXX.

1866.

SEVENTEENTH MATCH OVER THE PUTNEY COURSE.

THE season of 1866 was remarkable for a proposal, brought forward but eventually abandoned by Cambridge, to lay down for the Putney matches some rule regarding University standing similar to that which was in force in all other Inter-University contests.

It may be well to state here definitely as an ἀπαξ λεγόμενον, and on the best authority, with the view to the dispersion of sundry hazy notions on the subject, that no *lex scripta* or *non scripta* exists at either University limiting either the University status of oarsmen or coxswains, or the weights of the latter. We offer no opinion as to whether any such *leges* would or would not be desirable, but we wish to state the facts clearly as they exist. There is a general understanding between the two U.B.C.s that a man may not row or steer more than four times, but several exceptions to this rule in both Universities alike will readily occur to our readers.

The Cantabs in 1866 suggested that the different system and date of examinations and degrees at Oxford gave a longer average residence to Oxonians than to Cantabs, and consequently a larger number of veterans to choose from. And to this fact Cambridge attributed their five successive defeats up to that date. We pointed out in a recent chapter that the deteriorated state of the river Cam had much to do with the origin of the falling off in Cambridge rowing, though it had been supplemented by demoralisation and loss of self-reliance and confidence. Some of the Cantabs of the year already realised this; but quondam

Cambridge victors so derided the idea, and with so much personality, accusing their unfortunate *confrères* of being bad workmen who grumbled at their tools, that the new generation were bullied for the time into seeking for some other reason for their failures, and they fancied they had found it in the question of residence and examinations. Accordingly the Cambridge President (Mr. Kinglake) proposed to Oxford that four years' standing should be the limit within which honour men could row, and that pass men should not row beyond a year from passing final schools. These proposed regulations were objected to by Oxford; not that they affected their crew of that year, for every man in their boat was of less than three years' residence at the date of the race, but they opposed them on principle. Cambridge then intimated that they might decline to challenge if Oxford did not accept their proposals. This made Oxford still more tenacious. In addition, a round robin was signed by a large number of old Oxford Blues, begging the O.U.B.C. to stick to their guns. Eventually Cambridge dropped their proposals, and never again pressed them. They found out a year or two later the importance of renovating their river; collected money, and dredged it. With a deeper channel, and restored confidence, they, a few years later, turned the tide and won five races running.

The bad luck of Cambridge stuck to them in 1866, for they had a crew which would certainly have won had it rowed against the Oxonians of 1865, and would have made a doubtful issue with those of 1864, or 1867, or 1868. Oxford got together a crew much above the average, just in the one year when it was wanted. It was, we should say, a good half-minute better over the Putney course than the winners of 1865.

On the day of the race a stiff S.W. wind blew, and had the tide been anything stronger than a languid neap, the surf in Chiswick and Corney Reaches might have swamped both boats. We should mention that Oxford went near to throwing away the race in the last week of practice. They had a new boat by Salter, and their coach (Mr. Woodgate) condemned her as slow, so soon as her real travelling powers could be seen on smooth water; the stormy weather of the month prevented these being fairly judged until the day week

before the race. The crew were very averse from changing their ship. They had no other boat than that of 1865, built for a smaller crew, and they feared being under-boated. At last they consented to send for the old boat and to try a paddle in her on Monday the 19th. They rowed a hundred yards in her, and at once made up their minds that the newly-built boat was a coffin compared to the old ship. They never again set foot in the boat which had been built for them that year, and rowed the race in the small but faster ship which had carried the 1865 crew. Had they stuck to the boat built for them, they would most probably have lost. Oxford won the toss, 'as usual' it might almost be said, for it was the fifth time running. Their luck in this respect during this period was very curious. They did not make the best of their choice, for they selected the Middlesex side, which was to leeward, the wind blowing stiffly off the towpath shore. Moreover, when they rounded the corner beyond Hammersmith they met the rough water in mid-stream sooner than Cambridge did under the Surrey bank. The tide was almost at a standstill, and the unruly steamers as usual delayed the race. At last the start took place from skiffs moored some way up river, almost off the Duke's Head, and the race finished at the end of the Causeway, just beyond the 'Ship.' Cambridge forced their way in front after the first two hundred yards had been rowed, led by a quarter of a length off Craven Point, to which they gave a wide berth, and by more than half a length at Hammersmith. As they rounded the curve off the Doves, on the inside of Oxford and more sheltered, they drew still more away, to about three-quarters of a length lead. They both met the wind and surf off the Lead Mills, and this suited Oxford's rowing, though they were more exposed and in rougher water. Oxford came up quickly, and were all but level at the bottom of Chiswick Eyot. Cambridge tried to force the pace in the rough water, but could not row clean in it; and Oxford, without quickening their stroke, went up to them, and led by half a length off Chiswick Church. They had drawn nearly clear at the entry to Horse Reach, where a mischievous barge lay in the track of Cambridge, and ruined any chance they might have had left. We do not believe that it really affected the absolute result,

for Oxford were full of rowing, while Cambridge were falling to pieces under the pace and surf ; but it drove Cambridge out under the Surrey shore, and by the time they had passed it Oxford were a clear length ahead and going away fast. Had Cambridge kept their course, and not given way to go round the bows of the barge, but had crossed under her stern, allowing for her 'way'—(just as Mr. Tottenham did in his brilliant manœuvre, under similar circumstances, for Oxford in 1865)—they might, as events presently showed, have held a direct course and have lost no ground ; but it required great nerve and judgment to dare such a proceeding. If a vessel beating to windward is standing across your bows, the invariable rule is to hold on your straight course, as if about to run under her, but in your own mind determined to go astern. What at a distance appears an immovable log upon the waters you will find, on a near approach, to possess a most fatal swiftness ; and should you in error attempt to head her, she will drive you irresistibly to despair and certain ruin. If taken properly, she may prove of priceless worth, for you coax your adversary, if he is alongside of you or nearly so, up to her very side ; with a gentle turn of the wrist, almost imperceptible but to yourself, you just escape her rudder, and your adversary must ease his oars or rush full tilt upon the destructive wall. Oxford led by a clear length and a half at Barnes Bridge ; by three lengths at the finish, and won in 25 min. 35 sec. The tide was just ebbing when they reached Mortlake, which with the foul wind explains the slowness of the race rowed by two such good crews.

Putney to Mortlake, Saturday, 24th March 1866, 7.48 a.m.

OXFORD.

	st.	lbs.
1. Raikes, R. T., Merton, . . .	11	0
2. Crowder, F., Brasenose, . . .	11	11
3. Freeman, W. L., Meiton, . . .	12	7
4. Willan, F., Exeter, . . .	12	2
5. Henley, E. F., Oriel, . . .	13	0
6. Wood, W. W., University, . . .	12	4
7. Senhouse, H. P., Christ Church, . . .	11	3
8. Brown, M. M., Trinity, . . .	11	5
<i>Coxn.</i> —Tottenham, C. R. W., Christ Church,	7	13
Average,	11	12½

SEVENTEENTH MATCH OVER PUTNEY COURSE, 1866. 119

CAMBRIDGE.

	st.	lbs.
1. Still, J., Caius,	11	6
2. Selwyn, J. R., 3d Trinity,	11	6
3. Bourke, J. U., 1st Trinity,	12	3
4. Fortescue, H. J., Magdalene,	12	2½
5. Steavenson, D. F., Trinity Hall,	12	5
6. Kinglake, R. A., 3d Trinity,	12	9
7. Watney, H., Lady Margaret,	10	12
8. Griffiths, W. R., 3d Trinity,	11	9
<i>Coxm.</i> —Forbes, A., Lady Margaret,	8	0
Average,		11 11

CHAPTER XXXI.

1867.

EIGHTEENTH MATCH OVER THE PUTNEY COURSE.

THE race of 1867 was, until the dead-heat of ten years later, the closest of all University matches over the Putney to Mortlake course, as measured by the distance by which the race was won. The victorious stroke of the last two years, Mr. Meredith Brown, had left Oxford, and for some time there was much uncertainty as to who should fill his place. Mr. G. Morrison came down one day and took a strong fancy to Mr. Fish, of Worcester; for some time that gentleman was installed as stroke, but the selection turned out to be a mistake, and eventually Mr. Marsden, of Merton, was chosen for the place. He had been tried for the crew a year before, and had considerably improved in strength during the interim. He was the younger brother of Mr. Marsden of Lady Margaret, Cambridge; in fact, he had begun his University career at Cambridge, and then had migrated. Mr. Griffiths remained to row stroke for Cambridge, where there were several good oars in residence. The crew rowed well together, but feathered under water, which tended to cripple their pace. Oxford had been reinforced by Mr. Tinné, an importation from the Eton eight, just in time to fill the vacancy at No. 5, which seemed an irreparable loss on the retirement of Mr. Henley. In practice Oxford rowed a full racing-stroke of 38 and 39 a minute, well rowed through, over the whole course several times and always showed greater speed than Cambridge. Whilst racing the watermen they displayed even greater pace than the crew of the year before. On one occasion they gave the watermen a clear length's start off Rose Bank, and drew ahead of them off Craver

Cottage, one of the fastest spurts against a watermen's eight that we ever saw on the part of a University crew. Mr. Marsden's was an exceedingly propelling stroke. We have seldom seen any of the old fixed-seat oarsmen that could get more work out of men behind him, unless it was Mr. Pocklington; but he was not so good a judge of the pace of the stroke, and sometimes at practice he had rowed too fast. He had been particularly cautioned on the morning of the race not to row faster than he could help, and he obeyed orders most literally. He rowed the slowest stroke ever seen in any University race. On fixed seats the oar was smaller and the stroke shorter than on the slides of later years; but never on slides has so slow a stroke been rowed as by Mr. Marsden on fixed seats in the race of 1867. He did not exceed 34 a minute from the first minute to the last 100 yards! He took the lead from the start and held it all the way at this slow stroke, never quickening until he reached the 'Ship.' (In 1865 Mr. Brown was reckoned to be 'keeping it slow' compared to Cambridge, when he rowed 37 and upwards in his waiting race of that year.) For Cambridge, Mr. Griffiths rowed a racing-stroke of 38 for the first two miles, and then nearly 40 a minute; and still Mr. Marsden was always his half-length in front. The 'Times' published a nonsensical and would-be sensational description of the race (of which the able pen of Mr. Brickwood, its more modern contributor, was most certainly guiltless), drawing largely upon the imagination, by describing alternating leads which never existed. Oxford on the Middlesex side (once more winning the toss for station!) were always ahead after two lengths had been rowed, and had half a length lead at the Point. The position was much the same until Mortlake Brewery was reached, when Mr. Griffiths drove his crew along with a last spurt, and came up slowly, until at the 'Ship' he was scarcely six feet behind. Mr. Marsden seemed dangerously imperturbable, till for the last dozen strokes suddenly quickened up to a racing-stroke of about 38 and drew away, winning by three-quarters of a length. Time, 22 min. 39 sec. Without prejudice we believe that Mr. Marsden might have won by more lengths if he had been so inclined: as it was, he carried out his orders to the letter, and rowed not one stroke faster

than he absolutely needed to maintain a vantage position until the last third of a minute, or less. The sudden pace at which he shot away on the post seemed to infer that his crew had plenty in hand. Still, had a crab been caught by Oxford in the last spurt, they might have been caught napping by Cambridge. Moral: Leave a stroke alone, and avoid fettering him with red-tape instructions as far as possible. A stroke that is denied the right to use his own discretion, and is bidden to row to orders, is often fatally hampered in an emergency.

Putney to Mortlake, Saturday, 13th April 1867, 8.50 a.m.

OXFORD.

	st.	lbs.
1. Bowman, W. P., University, . . .	10	11
2. Fish, J. H., Worcester, . . .	12	1
3. Carter, E. S., Worcester, . . .	11	12
4. Wood, W. W., University, . . .	12	6
5. Tinné, J. C., University, . . .	13	4
6. Crowder, F., Brasenose, . . .	11	11
7. Willan, F., Exeter, . . .	12	3
8. Marsden, R. G., Merton, . . .	11	11
Coxn.—Tottenham, C. R. W., Christ Church,	8	8

Average, 12 0 $\frac{1}{8}$

CAMBRIDGE.

	st.	lbs.
1. Anderson, W. H., 1st Trinity, . . .	11	0
2. Collard, J. M., Lady Margaret, . . .	11	4
3. Bourke, J. U., 1st Trinity, . . .	12	9
4. Gordon, Hon. J. H., 1st Trinity, . . .	12	3
5. Cunningham, F. E., King's, . . .	12	12
6. Still, J., Caius, . . .	11	12
7. Watney, H., Lady Margaret, . . .	11	0
8. Griffiths, W. R., 3d Trinity, . . .	12	0
Coxn.—Forbes, A., Lady Margaret, . . .	8	2

Average, 11 12

CHAPTER XXXII.

1868.

NINETEENTH MATCH OVER THE PUTNEY COURSE.

THE Oxford crew of 1868 were anything but a fast one, and it was unfortunate for Cambridge that against such a crew she could not send out so good a one as in 1865 or 1866 ; her worst piece of luck, however, consisted in the untimely death of the Hon. J. H. Gordon, about the best Cantab oar of the day, and elder brother of the present Earl of Aberdeen, who on February 12 was found shot in his own rooms, his volunteer's rifle having gone off, apparently, while he was handling or cleaning it. The sad event so affected the C.U.B.C. that there was a proposal made to abandon the match ; but, eventually, inasmuch as the challenge had been sent and preparations had gone so far, it was decided to go on with the race.

The race was rowed on a fairish tide, and in a haze which made steering a matter of much difficulty. Cambridge at last won the toss, and took the Fulham shore. The start was, as of late years, from two wherries moored off the 'Star and Garter,' or thereabouts. Cambridge went off at the faster stroke, and led past the boat-houses by a few feet. When Oxford had once settled down to work they began to come up, and headed Cambridge off Craven Point. From this place they steadily went in front, and led by their own length off the Crab Tree. After this they drew fast away, and had a lead of a length's daylight at Hammersmith Bridge. At Chiswick Cambridge attempted to quicken their stroke, but went all to pieces. In Horse Reach one of their men caught a veritable crab, the whole boat was stopped by it, and the demoralisation was complete. The crew never got

... until
... that at which he
... in
... has spurt,
... Moral:
... instruc-
... to use
... finally

[Faint handwritten notes, possibly bleed-through from the reverse side.]

11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	-----

together again, and Oxford went farther and farther away, and won by half a dozen lengths in 20 min. 56 sec. The time of the race sounds fast; but there was no head wind, and a fair tide ran with the boats. This was the climax of Cantab failures, and from this date the C.U.B.C. rallied. The crew of 1869, though defeated, were not disgraced, and were faster than the Oxonians of 1868 (such is luck!), and in 1870 the tide of victory was turned, and for five years ran against Oxford.

Putney to Mortlake, Saturday, 4th April 1868, 12 noon.

OXFORD.		st.	lbs.
1. Benson, W. D., Balliol, . . .		10	13
2. Yarborough, A. C., Lincoln, . . .		11	8
3. Ross of Bladensburg, R., Exeter, . . .		11	8
4. Marsden, R. G., Merton, . . .		11	13
5. Tinné, J. C., University, . . .		13	7
6. Willan, F., Exeter, . . .		12	5
7. Carter, E. S., Worcester, . . .		11	8
8. Darbshire, S. D., Balliol, . . .		11	3
<i>Coxn.</i> —Tottenham, C. R. W., Christ Church,		8	7
Average,		11	12

CAMBRIDGE.		st.	lbs.
1. Anderson, W. H., 1st Trinity, . . .		11	2
2. Nichols, J. P., 3d Trinity, . . .		11	3
3. Wood, J. G., Emmanuel, . . .		12	6
4. Lowe, W. H., Christ's, . . .		12	4
5. Nadin, H. T., Pembroke, . . .		12	11
6. MacMichael, W. F., Downing, . . .		12	2
7. Still, J., Caius, . . .		12	1
8. Pinckney, W. J., 1st Trinity, . . .		10	10
<i>Coxn.</i> —Warner, T. D., Trinity Hall, . . .		8	4
Average,		11	11

Of these, Mr. Willan, who, besides his well-known aquatic achievements, is one of the most reliable authorities of the day on yachting and rowing matters alike, was last year, on Mr. Risley's retirement, appointed umpire of Henley Regatta.

Lowe, No. 4 in the Cambridge boat, who also rowed in 18 and 1871, has excelled on land as well as on water, and is one of our most distinguished Oriental scholars.

Nos. 2, 5, 6, and 8 in the Oxford boat formed the crew which defeated Harvard in 1869.

In the summer of this year the O.U.B.C. crew were invited, together with the surviving members of 'the seven-oar,' to meet at a festival on the occasion of the presentation by Mr. Alderman Randall to the O.U.B.C. of a presidential chair constructed out of the seven-oar boat, a fuller account of which has been given in Chapter VIII.

CHAPTER XXXIII.

1869.

TWENTIETH MATCH OVER THE PUTNEY COURSE.

IN 1869 the bad luck of Cambridge still followed them. They obtained the services of Mr. G. Morrison to coach them, and as they had confidence in him, and paid every attention to his instructions, they rapidly cured their faults, and promised well in every way. To look at them, they were more taking than the Oxonians, and if it had not been for the *prestige* which eight successive victories gave to Oxford, they would no doubt have been the favourites. Their No. 7, Mr. P. H. Mellor, of 1st Trinity, son of the late Judge of the Queen's Bench, was taken very ill with cold and sore throat, and only three days before the race utterly broke down. That he had been rowing No. 7 made matters worse, and all rowing men will appreciate the loss which the breakdown of a man in that seat must occasion to a crew at so short a period before a race. However, Mr. J. Still, the ex-President (who had been reading for Orders), came manfully to the rescue, and arrived that same afternoon in time to do a short paddle in a snowstorm before dinner. This was on March 13, and the race was fixed for Wednesday the 17th. Luckily, Mr. Still was in much better condition than most men would have been under such circumstances; but of course he was not able to do himself full justice at such a very short notice. However, he astonished every one by the manner in which he worked, and still more by the style in which he kept up his swing and form in the race, after his condition had failed him. He had been gaining in strength and growth ever since he first figured in a University crew, and his impromptu performance on this, his last appearance, showed how fortunate Oxford were in not having him opposed to them in hard training.

The start took place off the 'Star and Garter;' Oxford on the Middlesex side. A good tide was running for once, thanks to a south-easterly wind. It was a very close race for more than two miles; Oxford leading past the Boat-house, and Cambridge coming level off the Point. Then Oxford went ahead again by a few feet; but off the Soap Works Cambridge again went by, and led a few feet through Hammersmith Bridge, of which both boats by consent took the middle arch. Up to this point Mr. Still had rowed wonderfully, considering his short preparation, but of course there was a limit to human endurance under such circumstances, and all the way to Chiswick Oxford were wearing Cambridge out. They led them to the Mall, and drew clear just beyond the Church, after which they rowed steadily away, led by two lengths at Barnes, and by nearly four at the 'Ship.' The winning-post was placed rather short, only just beyond the 'Ship,' causing the course to be nearly 100 yards short of regulation distance. Time 20 min. 4 sec., the fastest on record up to that date.

Putney to Mortlake, Wednesday, 17th March 1869, 3.58 p.m.

OXFORD.

	st.	lbs.
1. Woodhouse, S. H., University, . . .	10	13
2. Tahourdin, R., St. John's, . . .	11	11
3. Baker, T. S., Queen's, . . .	12	8
4. Willan, F., Exeter, . . .	12	2½
5. Tinné, J. C., University, . . .	13	10
6. Yarborough, A. C., Lincoln, . . .	11	11
7. Benson, W. D., Balliol, . . .	11	7
8. Darbshire, S. D., Balliol, . . .	11	9
Coxn.—Neilson, D. A., St. John's, . . .	7	10
Average,	12	0½

CAMBRIDGE.

	st.	lbs.
1. Rushton, J. A., Emmanuel, . . .	11	5
2. Ridley, J. H., Jesus, . . .	11	10
3. Dale, J. W., Lady Margaret, . . .	11	12
4. Young, F. J., Christ's, . . .	12	4
5. MacMichael, W. F., Downing, . . .	12	4
6. Anderson, W. H., 1st Trinity, . . .	11	4
7. Still, J., Caius, . . .	12	1
8. Goldie, J. H. D., Lady Margaret, . . .	12	1
Coxn.—Gordon, H. E., 1st Trinity, . . .	7	8
Average,	11	12½

Mr. Ridley, No. 2 of the Cambridge boat, has proved himself as active on land as on water, by winning the Inter-University quarter-mile race in 1868. Mr. Dale is well known as a Double Blue.

This was Mr. Goldie's first appearance in a University race.

CHAPTER XXXIV.

1870.

TWENTY-FIRST MATCH OVER THE PUTNEY COURSE.

IN entering now upon the fifth decade of our history, we come so nearly within the personal recollections of our readers, that we may somewhat condense our remarks, and especially the biographical records of the performers, who are still on the threshold of public life.

In this year Mr. Goldie, with the able assistance of Mr. George Morrison as coach, commenced the triad of victories by which he nobly retrieved the fallen fortunes of his University. They who delight in historical parallels may compare the joint successes of Goldie and Morrison with those of Egan and Stanley in 1839, Shadwell and Menzies in 1842, and Chitty and Egan in 1852. The C.U.B.C. have since shown their appreciation of Mr. Goldie's achievements as one of their most successful and popular presidents, by building a new boat-house in his honour, which is called after him, 'The Goldie Boat-house.' He, it will be remembered, acted with Mr. Treherne as Honorary Secretaries of the Committee of Management of the Commemoration Dinner, 1881.

The *prestige* of Oxford was such that, though manifestly the weaker crew, and no better together than Cambridge, and no longer in the stroke, they stood higher in popular estimation. The Thames Conservancy, as in the Harvard match of the previous August, limited the number of steamers following the race to two only—one for the umpire and old U.B.C. oarsmen, and one for the press. The race was well contested for three miles. Oxford chose, and wisely, the Surrey station, as every crew should when no strong wind blows from the Fulham shore. Cambridge

began to lead, and were their own length ahead at Hammersmith. After this, Oxford came up, and were nearly level off Chiswick Church. Then Cambridge wore them down by superior strength, Mr. Goldie rowing with much judgment and coolness, and won by a couple of clear lengths.

Putney to Mortlake, Wednesday, 6th April 1870, 5.14 p.m.

CAMBRIDGE.

	st.	lbs.
1. Randolph, E. S. L., 3d Trinity, . . .	10	11½
2. Ridley, J. H., Jesus, . . .	11	9½
3. Dale, J. W., Lady Margaret, . . .	12	2½
4. Spencer, E. A. A., 2d Trinity, . . .	12	4½
5. Lowe, W. H., Christ's, . . .	12	7½
6. Phelps, E. L., Sidney, . . .	12	1½
7. Strachan, J. F., Trinity Hall, . . .	11	13
8. Goldie, J. H. D., Lady Margaret, . .	12	0
<i>Coxn.</i> —Gordon, H. E., 1st Trinity, . .	7	12

Average,	11	13
----------	----	----

OXFORD.

	st.	lbs.
1. Mirehouse, R. W. B., University, . .	11	0
2. Lewis, A. G. P., University, . . .	11	2½
3. Baker, T. S., Queen's, . . .	12	9
4. Edwards-Moss, J. E., Balliol, . . .	13	0
5. Payne, F. E. H., St. John's, . . .	12	10
6. Woodhouse, S. H., University, . . .	11	4
7. Benson, W. D., Balliol, . . .	11	13
8. Darbishire, S. D., Balliol, . . .	11	11
<i>Coxn.</i> —Hall, F. H., Corpus, . . .	7	7

Average,	11	13
----------	----	----

Mr. Edwards-Moss, with his brother, had fully maintained the honour of their name in the annals of Eton aquatics, and Mr. Benson had been captain of 'the Boats' in 1867, in which year Mr. Mirehouse rowed in the Eton eight.

CHAPTER XXXV.

1871.

TWENTY-SECOND MATCH OVER THE PUTNEY COURSE.

THE resources of the two Clubs at the beginning of the year were about equal. Mr. Lesley was wisely installed as stroke of the Oxford boat, though the crew suffered by the translation of Mr. M'Clintock Bunbury from his favourite place No. 6 to No. 7. Mr. Lesley had been a pupil of Arthur Shadwell's in the crew of St. Peter's College, York, in 1867, when that veteran *Palinurus* trained it for the local regatta. The race was a well-contested one, Oxford pressing Cambridge all the way, and being beaten at the finish only by their own length, and perhaps a foot or so more.

Putney to Mortlake, Saturday, 1st April 1871, 10.8 a.m.

CAMBRIDGE.

	st.	lbs.
1. Follett, J. S., 3d Trinity, . . .	11	6½
2. Close, John B., 1st Trinity, . . .	11	8
3. Lomax, H., 1st Trinity, . . .	12	2
4. Spencer, E. A. A., 2d Trinity, . . .	12	9
5. Lowe, W. H., Christ's, . . .	12	10
6. Phelps, E. L., Sidney, . . .	12	1
7. Randolph, E. S. L., 3d Trinity, . . .	11	10
8. Goldie, J. H. D., Lady Margaret, . . .	12	6½
<i>Coxn.</i> —Gordon, H. E., 1st Trinity, . . .	7	13
<hr/>		
Average,	12	2

OXFORD.

	st.	lbs.
1. Woodhouse, S. H., University, . . .	11	6½
2. Giles, E., Christ Church, . . .	11	13½
3. Baker, T. S., Queen's, . . .	13	3½
4. Malan, E. C., Worcester, . . .	13	1
5. Edwards-Moss, J. E., Balliol, . . .	12	8½
6. Payne, F. E. H., St. John's, . . .	12	9½
7. Bunbury, J. M'C., Brasenose, . . .	11	8
8. Lesley, R., Pembroke, . . .	11	10½
<i>Corn.</i> —Hall, F. H., Corpus, . . .	7	10½
Average,		12 4½

Of the Oxford crew, Mr. M'Clintock Bunbury had at Eton distinguished himself by winning 'the Pulling' twice in 1867 and 1868, and 'the Sculling' in 1870. In this year the name of 'Close' first appears in the C.U.B.C. Record,—No. 2 in the Cambridge boat being the eldest of three brothers who collectively rowed seven times for their University at Putney, in addition to a host of lesser aquatic victories on the Cam.

CHAPTER XXXVI.

1872.

TWENTY-THIRD MATCH OVER THE PUTNEY COURSE.

THE ill-fortune which had beset Cambridge in the preceding decade at last seemed to be transferred to their opponents. In the middle of training, their stroke, Mr. Lesley, severely strained his side. His doctors ordered him *hors de combat*, and Mr. Houblon, of Christ Church, took his place. But later on, Mr. Lesley mended sufficiently to be able to take an oar, though no longer at stroke—he rowed No. 7, and was but half trained. Oxford were not a fast crew this year, but they accomplished the fastest time on record on the flood from Putney to Hammersmith, viz., 7 min. 55 secs. on a spring tide—enough to show what could be done by a really good crew on the best tide, a feat which is the more remarkable as being in the last year in which they rowed on fixed seats. Mr. Armistead had been No. 2 in the crew till within four days of the race, and then broke down, and his place was filled by Mr. Knollys. The race was rowed in a snowstorm. Cambridge led all the way; at Hammersmith a bolt of Mr. Goldie's outrigger gave way, and he had to row as best he could to the finish. Nevertheless, Cambridge held their own, and won without much difficulty by three lengths.

Putney to Mortlake, Saturday, 23rd March 1872, 1.35 p.m.

CAMBRIDGE.

	st.	lbs.
1. Close, James B., 1st Trinity, . . .	11	3
2. Benson, C. W., 3d Trinity, . . .	11	4
3. Robinson, G. M., Christ's, . . .	11	12
4. Spencer, E. A. A., 2d Trinity, . . .	12	8½
5. Read, C. S., 1st Trinity, . . .	12	8
6. Close, John B., 1st Trinity, . . .	11	10
7. Randolph, E. S. L., 1st Trinity, . . .	11	11½
8. Goldie, J. H. D., Lady Margaret, . . .	12	5
<i>Coxn.</i> —Roberts, C. H., Jesus, . . .	6	6

Average,	11	12
----------	----	----

OXFORD.

	st.	lbs.
1. Ornsby, J. A., Lincoln, . . .	11	0½
2. Knollys, C. C., Magdalen, . . .	10	12
3. Payne, F. E. H., St. John's, . . .	12	11
4. Nicholson, A. W., Magdalen, . . .	12	2½
5. Malan, E. C., Worcester, . . .	13	3
6. Mitchison, R. S., Pembroke, . . .	12	4½
7. Lesley, R., Pembroke, . . .	11	13
8. Houblon, T. H. A., Christ Church, . . .	10	5
<i>Coxn.</i> —Hall, F. H., Corpus, . . .	8	0

Average,	11	11½
----------	----	-----

Mr. Ornsby, bow of the Oxford boat, had already distinguished himself at the Inter-University sports in 1870.

CHAPTER XXXVII.

1873.

TWENTY-FOURTH MATCH OVER THE PUTNEY COURSE.

THIS year Oxford had next to no new material. Mr. Lesley was ordered by his doctors not to row, but devoted himself to coaching the crew. He turned out his men in capital form, but they were an unusually small crew, his 4 and 5 being the only oarsmen of any pretensions to strength. Cambridge were a fine lot of men, but not fully together. Each crew used sliding seats for the first time in this race, which was rowed upon a one o'clock tide, and in smooth water. Oxford were outpaced from the start. They rowed well together, even when beaten, but had not the strength to go the pace. Cambridge led them all the way, and won easily by three lengths. This was Mr. Rhodes's *début* as a stroke, and a very successful one. He was a worthy successor of the retired general, Mr. Goldie.

Putney to Mortlake, Saturday, 29th March 1873, 2.32 p.m.

CAMBRIDGE.

	st.	lbs.
1. Close, James B., 1st Trinity, . . .	11	3
2. Hoskyns, E., Jesus, . . .	11	2
3. Peabody, J. E., 1st Trinity, . . .	11	7
4. Lecky-Brown, W. C., Jesus, . . .	12	1½
5. Turnbull, T. S., Trinity Hall, . . .	12	12
6. Read, C. S., 1st Trinity, . . .	12	13
7. Benson, C. W., 3d Trinity, . . .	11	5½
8. Rhodes, H. E., Jesus, . . .	11	1½
<i>Coxn.</i> —Candy, C. H., Caius, . . .	7	5

Average,	11	10
----------	----	----

OXFORD.

	st.	lbs.
1. Knollys, C. C., Magdalen, . .	10	11
2. Little, J. B., Christ Church, . .	10	11
3. Farrer, M. G., Brasenose, . .	11	13½
4. Nicholson, A. W., Magdalen, . .	12	5
5. Michison, R. S., Pembroke, . .	12	2
6. Sherwood, W. E., Christ Church, . .	11	1
7. Ornsby, J. A., Lincoln, . .	11	3
8. Dowding, F. T., St. John's, . .	11	0
<i>Coxn.</i> —Frewer, G. E., St. John's, . .	7	10
Average,	11	5

The Cambridge 7 had won 'the Sculling' at Eton in 1871. Mr. Rhodes has shown by his performances on Yorkshire and other cricket-grounds that he is nearly as much at home with a bat as an oar.

CHAPTER XXXVIII.

1874.

TWENTY-FIFTH MATCH OVER THE PUTNEY COURSE.

THERE seemed to be a fair prospect of a revival in Oxford rowing in the spring of this year ; but eventually the crew turned out far inferior to what might have been expected of it, although the general style exhibited by Mr. Way, the finally selected stroke, augured well for the future. But luck was against them. No. 4 hurt his arm, and had to lie by for a week ; then No. 3, Mr. Keeble, of Wadham, broke down ten days before the race, and his seat was taken by Mr. Sherwood ; and lastly, Mr. Nicholson had to leave the crew and go home for a week. Under such circumstances the crew was little better than scratch in practice and condition. That Mr. Way made as much of them as he did in the race speaks volumes for his style. In the race Cambridge led at first, rowing 38 to Oxford's 35. Mr. Way dared not attempt a faster stroke with his scratch lot. At Hammersmith, Cambridge led by their own length ; here they met a head wind, and Oxford came up level, and actually got half a length lead at Chiswick Church. But they were too little together to force the pace, and when Cambridge, who had the Middlesex side, came under the shelter of the bank at Horse Reach, Mr. Rhodes quickened while Oxford were still outside in rough water. After this the result of the race was clear, and Cambridge again drew away and won by three lengths. Time, 22 min. 35 sec. The Cambridge crew had promised very well early in training, but their new ship did not carry them ; they had to fall back on a 1st Trinity craft, and when they began to row short, and on the day of the race did

not come up to what had been expected of them. However, they were in good condition, and rowed together, and this sufficed to land them winners.

Putney to Mortlake, Saturday, 28th March 1874, 11.14 a.m.

CAMBRIDGE.

	st.	lbs.
1. Hibbert, P. J., Lady Margaret, . . .	11	1½
2. Armytage, G. F., Jesus, . . .	11	8
3. Close, James B., 1st Trinity, . . .	11	0½
4. Estcourt, A. S., Trinity Hall, . . .	11	10½
5. Lecky-Brown, W. C., Jesus, . . .	12	5
6. Aylmer, J. A., 1st Trinity, . . .	12	11
7. Read, C. S., 1st Trinity, . . .	12	11½
8. Rhodes, H. E., Jesus, . . .	11	7
<i>Coxn.</i> —Candy, C. H., Caius, . . .	7	5
Average,	11	10½

OXFORD.

	st.	lbs.
1. Benson, H. W., Brasenose, . . .	11	0
2. Sinclair, J. S., Oriel, . . .	11	5½
3. Sherwood, W. E., Christ Church, . . .	11	8
4. Harding, A. R., Merton, . . .	11	1½
5. Williams, J., Lincoln, . . .	13	0½
6. Nicholson, A. W., Magdalen, . . .	12	10
7. Stayner, H. J., St. John's, . . .	11	10½
8. Way, J. P., Brasenose, . . .	10	9
<i>Coxn.</i> —Lambert, W. F. A., Wadham, . . .	7	2
Average,	11	9½

The Oxford bow had won the Eton 'Sculling' in 1873, and the 'Pulling' in 1871 and 1872.

CHAPTER XXXIX.

1875.

TWENTY-SIXTH MATCH OVER THE PUTNEY COURSE.

THE Trial Eights of Oxford in the autumn of 1874 were without exception the best that the O.U.B.C. ever turned out, good both in style and material. Though Oxford had but two Old Blues left, Messrs. Way and Stayner, the new men, were valuable recruits. The new oars of Cambridge were but moderate both in size and style ; while the Oxford crew, even before they reached Putney, were by far the best of any sliding-seat crew that had yet rowed. They were great favourites by the day of the race, their trials with scratch crews showing that they could go fast as well as stay. In swing and in slide they worked very well together, and rowed an unusually long stroke, thanks to Mr. Way and Mr. Edwards-Moss, the latter of whom, as a No. 7, has never been surpassed. The race was a hollow one. Cambridge led for half a mile by dint of going off at a pace of stroke which they could not hope to maintain, but long before reaching Hammersmith Oxford were well ahead, and eventually won by half a minute—in 12 min. 2 sec. The Oxford crew were coached by Mr. S. D. Darbshire.

Putney to Mortlake, Saturday, 20th March 1875, 1.13 p.m.

OXFORD.

	st.	lbs.
1. Courtney, H. M'D., Pembroke, . .	11	0
2. Marriott, H. P., Brasenose, . .	11	12
3. Bankes, J. E., University, . .	11	11
4. Mitchison, A. M., Pembroke, . .	12	12
5. Stayner, H. J., St. John's, . .	12	2½
6. Boustead, J. M., University, . .	12	4
7. Edwards-Moss, T. C., Brasenose, . .	12	5
8. Way, J. P., Brasenose, . .	10	11
<i>Coxn.</i> —Hopwood, E. O., Christ Church, .	8	3½

Average,	11	12
----------	----	----

CAMBRIDGE.

	st.	lbs.
1. Hibbert, P. J., Lady Margaret, . .	11	3
2. Close, W. B., 1st Trinity, . .	11	10
3. Dicker, G. C., 1st Trinity, . .	11	8
4. Michell, W. G., 1st Trinity, . .	11	11
5. Phillips, C. A., Jesus, . .	12	4½
6. Aylmer, J. A., 1st Trinity, . .	12	12
7. Benson, C. W., 3d Trinity, . .	11	3
8. Rhodes, H. E., Jesus, . .	11	7
<i>Coxn.</i> —Davis, G. L., Clare, . .	6	10

Average,	11	11
----------	----	----

Mr. T. C. Edwards-Moss had commenced his distinguished aquatic career at Eton, by winning the 'Pulling' two years running, 1873 and 1874, in the former year with Mr. Benson, bow of the Oxford boat in 1874, and in the latter with W. A. Ellison, bow of the Oxford boat in 1878, having been also captain of the 'Boats' in both these years. He was also one of the best swimmers of his time at Eton. Mr. Benson, 7 in the Cambridge boat, had won the 'Sculling' at Eton in 1871.

CHAPTER XL.

1876.

*TWENTY-SEVENTH MATCH OVER THE PUTNEY
COURSE.*

ON paper Oxford looked well for this season; they had six of their winning crew of 1875, and the two new men, Messrs. Williams and Mercer, of Corpus, had each performed well in the College races. But the crew, though individually good, was collectively a failure. A mistake was made in placing Mr. Edwards-Moss at stroke, a place in which he had had no practice, and in which, though undoubtedly the best oar in the boat, he found himself unable to keep time. The boat was rigged with stroke on starboard side to suit Mr. Edwards-Moss. The crew never fell together, and, moreover, the sliding was bad as compared to that of the preceding crew. During the last few days at Putney Mr. Hobart took Mr. Williams' place as 3. Cambridge had a lot of good men who had come out since the previous year. They feathered a good deal under water, and had too much hurry in the recovery, but their sliding was better than that of Oxford, and sufficed to atone for all other shortcomings. In the race they rowed well away from first to last, and won by five lengths, in 20 min. 20 sec.

Putney to Mortlake, Saturday, 8th April 1876, 2.2. p.m.

CAMBRIDGE.

	st.	lbs.
1. Brancker, P. W., Jesus, . . .	11	3½
2. Lewis, T. W., Caius, . . .	11	8
3. Close, W. B., 1st Trinity, . . .	11	8
4. Gurdon, C., Jesus, . . .	12	9½
5. Pike, L. G., Caius, . . .	12	9
6. Hockin, T. E., Jesus, . . .	12	8
7. Rhodes, H. E., Jesus, . . .	11	13
8. Shafto, C. D., Jesus, . . .	11	9½
<i>Coxn.</i> —Davis, G. L., Clare, . . .	6	13
Average,	11	13

OXFORD.

	st.	lbs.
1. Courtney, H. M'D., Pembroke, . . .	11	1½
2. Mercer, F. R., Corpus, . . .	11	6
3. Hobart, W. H., Exeter, . . .	11	11
4. Mitchison, A. M., Pembroke, . . .	13	0
5. Boustead, J. M., University, . . .	12	5½
6. Stayner, H. J., St. John's, . . .	12	2½
7. Marriott, H. P., Brasenose, . . .	11	9½
8. Edwards-Moss, T. C., Brasenose, . . .	12	3½
<i>Coxn.</i> —Craven, W. D., Worcester, . . .	7	6½
Average,	11	13

Mr. C. Gurdon, No. 4 of the Cambridge boat, is well known as one of the best football players of the day, and is a prominent member of the Kingston Rowing Club.

CHAPTER XLI.

1877.

TWENTY-EIGHTH MATCH OVER THE PUTNEY COURSE.

THIS year produced a race memorable as ending in the only dead heat on record. Cambridge had a crew composed largely of their winners of 1876, rowing in much the same style as then, and at much the same pace. Oxford also had a crew of about the same class as that of 1876, but this time sliding much better, rowing uniformly, and far stronger than Cambridge. They had a much longer swing back, which stood them in good stead, and which, coupled with their superior strength, went far to counterpoise the slightly superior sliding of Cambridge, especially as the latter still feathered under water, while the Oxford feather was remarkably clean.

In the race Cambridge led by nearly a length through Hammer-smith, on the Surrey side. After that Oxford went up and passed them, and had drawn clear at the Bull's Head. They still increased their lead, and at the White Hart had half a length's daylight between their stern and the Cambridge bows, when bow sprung his oar, and became a mere passenger for the rest of the journey. In less than two strokes Cambridge had come up and overlapped Oxford. The Oxford lead was thus reduced to little more than half a length, and a tremendous race ensued to the finish. Oxford, fortunately for them, had the inside (Middlesex) berth, and their four oars on the outside against their three on the in rowed the boat round in the direction she was wanted to go. Cambridge came up steadily, inch by inch, and it was a near thing as they passed the post. Those who accompanied the Race will not easily forget the intense excitement of that last desperate struggle, and the sudden pause of

anxious inquiry as to the actual result when the crews ceased rowing. It is perhaps too much to expect, even from the stoical discipline of 'Old Blues,' an unanimous acquiescence in a verdict of 'dead heat,' than which no conclusion can be more unsatisfactory to the competitors themselves. We think it but just, however, to a faithful old servant to say that no good grounds have been shown for doubting the rightness of John Phelps's decision. Surely whatever feelings of discontent may have existed in either crew in the heat of the moment may well give place to hearty satisfaction at having taken part in so grand a race.

Putney to Mortlake, Saturday, 24th March 1877, 8.27 a.m.

OXFORD.

	st.	lbs.
1. Cowles, D. J., St. John's, . . .	11	3½
2. Boustead, J. M., University, . . .	12	9
3. Pelham, H., Magdalen, . . .	12	7½
4. Grenfell, W. H., Balliol, . . .	12	10
5. Stayner, H. J., St. John's, . . .	12	5½
6. Mulholland, A. J., Balliol, . . .	12	7½
7. Edwards-Moss, T. C., Brasenose, . . .	12	2
8. Marriott, H. P., Brasenose, . . .	12	0½
<i>Coxn.</i> —Beaumont, F. M., New, . . .	7	0
Average,	12	3

CAMBRIDGE.

	st.	lbs.
1. Hoskyns, B. G., Jesus, . . .	10	11½
2. Lewis, T. W., Caius, . . .	11	10
3. Fenn, J. C., 1st Trinity, . . .	11	6
4. Close, W. B., 1st Trinity, . . .	11	12
5. Pike, L. G., Caius, . . .	12	8
6. Gurdon, C., Jesus, . . .	12	13½
7. Hockin, T. E., Jesus, . . .	12	11½
8. Shafto, C. D., Jesus, . . .	12	1½
<i>Coxn.</i> —Davis, G. L., Clare, . . .	7	6
Average,	11	13

Since that date two posts are fixed, one on either side of the river, to mark the winning line; and Mr. Fairrie has kindly undertaken here as at Henley the duties of judge.

No. 6 in the Oxford boat, Mr. Mulholland, had been captain of the Eton boats in 1875. Mr. Grenfell has added athletic and Alpine successes to his aquatic achievements. He subsequently represented Salisbury in the House of Commons, and in 1882 not only coached but entertained the Oxford crew at his residence, Taplow Court.

CHAPTER XLII.

1878.

TWENTY-NINTH MATCH OVER THE PUTNEY COURSE.

IF 1877 was remarkable as producing the only dead heat on record, the race of 1878 may claim to have brought out one of the very best eights that ever rowed a race.

Oxford had five of their old crew, and were nearly or perhaps quite as powerful as their immediate predecessors ; but it was their style which mainly made them what they were in the race. They were perfectly together, very clean on the feather, and with a long swing back. Added to this, their sliding was as much superior to their sliding of 1877, as that in turn had been to their sliding of 1876.

Cambridge were about as good as they had been in 1876 and 1877. In 1876 the Cantabs were supposed to have done a wonderful performance when they rowed the course on a smooth half-ebb in 19 min. 45 sec. In 1878 they repeated the performance, or were, if anything, a second or two faster, and that over a more spent tide. Yet when it came to racing they were fairly outpaced, and sustained the most hollow defeat that had been known since 1863. They had no cripples in the boat ; but man for man, with two exceptions, they were physically inferior to the Oxonians. In sliding they were no better, perhaps hardly so good, as Oxford. They had less swing back, and by no means a clean feather. They were capitally together ; but the points enumerated, in which Oxford had the advantage, sufficed to create

a vast difference in the speed of the two boats. The tide was slack; it would have been satisfactory if such crews could have had the luck to row on one of the better and later tides which have fallen to inferior crews. Still, if the performance of Cambridge on the ebb can be taken as a criterion, coupled with the difference between the two boats in the race, there is good evidence that such a crew as Oxford were on this occasion could have rowed the course, on a smooth spring-flood, well under 19 min. (they rowed it in practice on a seven o'clock tide in 19 min. 50 sec., the same time as that of Lonsdale's crew in Mat Taylor's boat in 1857).

The race Cambridge went off with a lead, which they held for half a mile. Then Oxford went up to them and right away, winning without difficulty by forty seconds. Cambridge never lost form, and rowed long and well together to the finish without any symptoms of demoralisation, a feature in the race which still further enhances the merits of the victors. Crews are often beaten by a long distance, but it was most unusual to see a crew of such class as Cambridge were in this race completely outpaced. Time of the race, 22 min. 15 sec., on a lead tide. The Oxford crew were coached by Mr. A. J. Land.

Putney to Mortlake, Saturday, 13th April 1878, 10.15 a.m.

OXFORD.

	st.	lbs.
1. Ellison, W. A., University, . . .	10	13½
2. Cowles, D. J., St. John's, . . .	11	6
3. Southwell, H. B., Pembroke, . . .	12	8
4. Grenfell, W. H., Balliol, . . .	12	11
5. Pelham, H., Magdalen, . . .	12	9½
6. Burgess, G. F., Keble, . . .	13	3½
7. Edwards-Moss, T. C., Brasenose, . . .	12	3
8. Marriott, H. P., Brasenose, . . .	12	2½
Coxn.—Beaumont, F. M., New, . . .	7	5
Average,	12	3

Prof. Henry Newman, M.A.,
Oxford and Putney.

CAMBRIDGE.

	st.	lbs.
1. Jones, Ll. R., Jesus, . . .	10	9
2. Watson-Taylor, J. A., Magdalene, . . .	11	9 $\frac{3}{4}$
3. Barker, T. W., 1st Trinity, . . .	12	6
4. Spurrell, R. J., Trinity Hall, . . .	11	13 $\frac{1}{2}$
5. Pike, L. G., Caius, . . .	12	8 $\frac{1}{2}$
6. Gurdon, C., Jesus, . . .	12	10 $\frac{1}{4}$
7. Hockin, T. E., Jesus, . . .	12	4 $\frac{1}{2}$
8. Prest, E. H., Jesus, . . .	10	12 $\frac{3}{4}$
<i>Coxn.</i> —Davis, G. L., Clare, . . .	7	5 $\frac{1}{2}$
Average,		11 12

The winning boat was built by Swaddle & Winship. Her dimensions were—Length, 57 feet; beam, 22 inches; height amidships, 5 $\frac{3}{4}$ inches; height forward, 7 $\frac{3}{4}$ inches; height aft, 6 inches.

CHAPTER XLIII.

1879.

THIRTIETH MATCH OVER THE PUTNEY COURSE.

THIS year saw a sudden decadence on both sides, not so much in style as in material. Neither crew rowed badly, but even the winners were lamentably deficient in pace—many lengths slower than the losing crew of 1878. Mr. Marriott was re-enlisted a fortnight before the race; and although in a half-trained condition, he fully maintained his reputation. The only redeeming feature in Oxford was that they had a good general style and rowed together. Cambridge likewise looked well enough, and it was only when they tried to get pace on their boat that their imperfections became so apparent. In the race Cambridge came away with the lead, and held it all the way, winning by about three lengths in 21 min. 18 sec., on a fair tide but with a foul breeze—not a hollow race. Both crews kept well together during the race, and did credit so far to their coaches, who could not give strength to their pupils, though they were able to inculcate good style.

Putney to Mortlake, Saturday, 5th April 1879, 12.45 p.m.

CAMBRIDGE.

	st.	lbs.
1. Prest, E. H., Jesus,	11	2
2. Sandford, H., Lady Margaret,	11	6½
3. Bird, A. H. S., 1st Trinity,	11	8
4. Gurdon, C., Jesus,	13	0½
5. Hockin, T. E., Jesus,	12	4½
6. Fairbairn, C., Jesus,	12	7½
7. Routledge, T., Emmanuel,	12	7½
8. Davis, R. D., 1st Trinity,	12	4½
<i>Coxn.</i> —Davis, G. L., Clare,	7	7
Average,	12	1

OXFORD.

		st.	lbs.
1.	Wharton, J. H. T., Magdalen, . .	11	3 $\frac{1}{2}$
2.	Robinson, H. M., New, . .	11	2 $\frac{1}{2}$
3.	Disney, H. W., Hertford, . .	12	7
4.	Southwell, H. B., Pembroke, . .	12	9
5.	Cosby-Burrowes, T., Trinity, . .	12	9
6.	Rowe, G. D., University, . .	11	13
7.	Hobart, W. H., Exeter, . .	11	12
8.	Marriott, H. P., Brasenose, . .	12	2 $\frac{1}{2}$
	<i>Coxm.</i> —Beaumont, F. M., New, . .	7	5
	Average,	11	13

CHAPTER XLIV.

1880.

THIRTY-FIRST MATCH OVER THE PUTNEY COURSE.

OXFORD began with a very rough crew in early practice this year. But when at last Mr. West was tried at stroke his merits became patent ; and for style he proved himself equal to the best performances of Messrs. Way and Marriott before him. His stroke was simply the making of the crew, which was one of fair second-class material and nothing more, but rowing in good style, especially as to clean feather, lively recovery, and good sliding. Cambridge looked very formidable early in the term ; they then had their previous year's stroke—Mr. Davis—at stroke ; after that they moved him to No. 6, and put Mr. Baillie in his place, discarding two heavy-weights, Messrs. Nimmo and Roden, the latter of whom certainly seemed a good man. The race was a good one up to Chiswick ; an easterly wind blew, and Oxford were on the Middlesex side. Cambridge led to Hammersmith Bridge, and just after passing it, leaving the inside of the bend at that point, drew almost clear. Then West quickened his stroke, which had been all the time slower than that of Cambridge. He went up to Cambridge before reaching Chiswick Eyot, and after that drew well away and won by three lengths without much difficulty. The Oxford crew were coached by Mr. T. C. Edwards-Moss.

Putney to Mortlake, Monday, 22d March 1880, 10.40 a.m.

OXFORD.

	st.	lbs.
1. Poole, R. H. J., Brasenose, . . .	10	6
2. Brown, D. E., Hertford, . . .	12	6
3. Hargreaves, F. M., Keble, . . .	12	2
4. Southwell, H. B., Pembroke, . . .	13	0
5. Kindersley, R. S., Exeter, . . .	12	6
6. Rowe, G. D., University, . . .	12	3
7. Wharton, J. H. T., Magdalen, . . .	11	11
8. West, L. R., Christ Church, . . .	11	1
<i>Coxn.</i> —Hunt, C. W., Corpus, . . .	7	5
Average,	11	13 $\frac{7}{8}$

CAMBRIDGE.

	st.	lbs.
1. Prest, E. H., Jesus, . . .	10	12
2. Sandford, H., Lady Margaret, . . .	11	5 $\frac{1}{2}$
3. Barton, W., Lady Margaret, . . .	11	3 $\frac{1}{2}$
4. Warlow, W. M., Queen's, . . .	12	0
5. Armytage, N. C., Jesus, . . .	12	2 $\frac{1}{2}$
6. Davis, R. D., 1st Trinity, . . .	12	8 $\frac{1}{2}$
7. Prior, R. D., Queen's, . . .	11	13
8. Baillie, W. W., Jesus, . . .	11	2 $\frac{1}{2}$
<i>Coxn.</i> —Clarke, B. S., Lady Margaret, . . .	7	0
Average,	11	7

The winners rowed in their 1878 boat.

In this year occurred the only instance of the race being postponed. It was fixed to be rowed with the early morning flood on the previous Saturday, but the fog (one of the thickest in that season of heavy fog) was so dense, that, after waiting till extreme high water without any sign of daylight, the race was adjourned until Monday, and the steamers groped their way back to London as best they might.

CHAPTER XLV.

1881.

THIRTY-SECOND MATCH OVER THE PUTNEY COURSE.

PRACTICE at Oxford was delayed by frost until 31st January, when, after a few days, the crew were compelled by the heavy floods to adjourn to the upper river. Training began on Ash Wednesday, 3d March, and the crew were finally settled on the 8th, with five of last year's men rowing, bow 5, 6, 7, and stroke respectively. On the 17th March the crew left Oxford for Marlow, shortly afterwards becoming the guests of Mr. Hammersley at Abney House, Mr. T. C. Edwards-Moss coaching. They made their first appearance on tidal waters on the 25th March, and on the 29th rowed the course on the flood in 20 min. 5 sec. The seats in their new Clasper boat being too high, Clasper lowered them, but the stern could not be kept under water. On the 1st April the course was rowed on the flood in the new boat in 19 min. 42 sec., at 34 strokes per minute; and on the 4th on a bad flood-tide in 21 min. 5 sec., at 36 to 37 strokes,—the crew being raced by a scratch Thames Rowing Club crew from the Head Miles to Bull's Head.

At Cambridge it was intended to commence practice on the 1st January, but there then was skating all the way to Ely, and ice ve inches thick. Tubbing practice began on the 29th. On the 1st a crew went out as far as the Grind with two old choices, aillie and Barton, rowing stroke and 7 respectively. On Ash

Wednesday the crew commenced training with four 'old choices' in the crew—Watson-Taylor, Sandford, Barton, and Baillie. They made their first appearance on London waters on the 21st March in a violent snowstorm; on the 26th rowed the course on a bad flood in 21 min. 20 sec.; and on the 1st April, in the afternoon, in a strong east wind, in 20 min.

The race took place on Friday the 8th April, and as the tide was an early one, the start was fixed for 8.30. For this occasion only, by the permission of the Thames Conservancy, a fifth steamer was allowed to accompany the race, for the benefit of those old oarsmen who had celebrated the fiftieth anniversary of the race overnight at the Freemasons' Tavern, at the 'Commemoration Dinner' of which special mention will be found in a later portion of this Record.

On the word being given, Oxford were the first to catch the water, and at once obtained a lead of a few feet; but both crews were apparently rowing a waiting race, and for some little distance maintained their relative positions. At the boat-houses, however—Cambridge rowing 37 to Oxford's 36—the Dark Blues slowly but steadily began to improve their lead, till at the Crab Tree they were half a length ahead. At this point the rowing in the leading boat became a little unsteady, and as they neared the Soap Works the Cantabs were fast overhauling them. There, a few feet only separated the boats, and the struggle seemed likely to be a close one; but Oxford shook themselves together for a few strokes, and so rapidly improved their position, that under Hammersmith Bridge they led by three quarters of a length. Once having obtained a decided lead, the Dark Blues seemed to row better; and in Corney Reach, where the water was rather lumpy, they soon drew well away from their opponents, whose low feather got them into no little difficulty, and soon extinguished what little chance they had of winning the day. From Chiswick, where they led by a length or more, Oxford, rowing 36 steadily, went ahead, and despite a final spurt from Brooksbank under Barnes Bridge, won by three lengths in 21 min. 51 sec.

Putney to Mortlake, Friday, 8th April 1881, 8.34 a.m.

OXFORD.

	st.	lbs.
1. Poole, R. H. J., Brasenose, . .	10	11
2. Pinckney, R. A., Exeter, . .	11	3
3. Paterson, A. R., Trinity, . .	12	7
4. Buck, E., Hertford, . .	11	11
5. Kindersley, R. S., Exeter, . .	13	3
6. Brown, D. E., Hertford, . .	12	7
7. Wharton, J. H. T., Magdalen, . .	11	10
8. West, L. R., Christ Church, . .	11	0½
<i>Coxn.</i> —Lyon, E. H., Hertford, . .	7	0
Average,	11	10

CAMBRIDGE.

	st.	lbs.
1. Gridley, R. G., 3d Trinity, . .	10	7
2. Sandford, H., Lady Margaret, . .	11	10½
3. Watson-Taylor, J. A., Magdalene, . .	12	3½
4. Atkin, P. W., Jesus, . .	11	13
5. Lambert, E., Pembroke, . .	12	0
6. Hutchinson, A. M., Jesus, . .	11	13
7. Moore, C. W., Christ's, . .	11	9
8. Brooksbank, E. C., Trinity Hall, . .	11	8
<i>Coxn.</i> —Woodhouse, H., Trinity Hall, . .	7	2
Average,	11	9½

The winning boat was built by Swaddle & Winship. Her dimensions were identical with the 1878 boat, with the exception that her length was 57 feet 3 inches, and the floor a little larger.

Mr. Grenfell and Mr. Woodgate assisted Mr. Edwards-Moss in coaching the Oxford crew during part of the training.

CHAPTER XLVI.

1882.

THIRTY-THIRD MATCH OVER THE PUTNEY COURSE.

THE Trial Eights had been rowed at Moultsford on 7th of December of the previous year. Practice began on Monday, 23d of January. There were four old choices available, Paterson (the President), Buck, Kindersley, and Brown. It was hoped that West, the successful stroke of the previous two years, would be able to row, but owing to domestic trouble he was unable to come up, and the choice of stroke lay between Sharpe of Hertford and Higgins of Magdalen, who had rowed stroke of the losing Trial Eight of 1880, and, like Sharpe, of the head of the river boat and the winning University four. The lot finally fell upon Higgins, who was numbered with the Eight. After the first week of training, D. E. Brown came up and took his seat in the boat. Training began on the 23d of February.

On the 13th of March the crews again became the guests of Mr. Hammersley, at Abney House, where they were joined at once by Mr. T. C. Edwards-Moss, who coached regularly till the race, and 'to whom the great improvement in the crew from this point and their perfect state of training is entirely due' (President's Log).

It was decided once more to use the old Swaddle Boat of 1878, after a fairly accurate trial with the new Clasper.

On March 22 the crew went to Putney, and in the afternoon rowed to Wandsworth and back, their boat being nearly swamped by the strong wind and waves.

On the 23d the course was rowed on an afternoon flood, and against a head wind up Corney Reach, in 20 min. 22 sec., the Rev. E. Warre coaching; and on the 28th the course was rowed, for the second time, in 19 min. 53 sec.

The Light Blues, however, had also their misfortunes during training, and were equally hard put to it to find a competent stroke. Atkin at first filled the place, then Smith was tried, and finally, as was hoped, Brooksbank, the stroke of the previous year, came up into residence and resumed his old place. He, however, after rowing a few days, was placed *hors de combat* by the orders of his doctor; and at last, only some three weeks before the race, Smith was definitely installed as stroke. Naturally the constant change in so important a place had a disastrous effect upon the crew, and they came to Putney deficient in style and pace.

The story of the race is soon told. Cambridge, going off at 38 to their opponents' 37, went up with a rush, and at the boat-houses led by the length of the canvas. Their bolt, however, was soon shot; they were speedily caught, and at the end of a mile Oxford led by a clear length. Three lengths separated the boats at Hammersmith, seven at Barnes, and the Dark Blues eventually won by eight lengths in 20 min. 12 sec.

Putney to Mortlake, Saturday, 1st April 1882, 1.2 p.m.

OXFORD.

	st.	lbs.
1. Bourne, G. C., New, . . .	10	13
2. De Havilland, R. S., Corpus, . . .	11	1
3. Fort, G. S., Hertford, . . .	12	3½
4. Paterson, A. R., Trinity, . . .	12	12
5. Kindersley, R. S., Exeter, . . .	13	4½
6. Buck, E., Hertford, . . .	12	0
7. Brown, D. E., Hertford, . . .	12	6
8. Higgins, A. H., Magdalen, . . .	9	6½
Coxn.—Lyon, E. H., Hertford, . . .	7	12
Average,	11	11½

CAMBRIDGE.

	st.	lbs.
1. Jones, Ll. R., Jesus, . . .	11	1
2. Hutchinson, M., Jesus, . . .	12	1 $\frac{1}{2}$
3. Fellowes, J. C., 1st Trinity, . . .	12	7
4. Atkin, P. W., Jesus, . . .	12	11 $\frac{1}{2}$
5. Lambert, E., Pembroke, . . .	11	12
6. Fairbairn, S., Jesus, . . .	13	0
7. Moore, C. W., Christ's, . . .	11	7
8. Smith, S. P., 1st Trinity, . . .	11	1
<i>Coxm.</i> —Hunt, P. L., Cavendish, . . .	7	5
Average,		11 12 $\frac{1}{2}$

The winning crew rowed in their boat of the previous year.

CHAPTER XLVII.

1883.

THIRTY-FOURTH MATCH OVER THE PUTNEY COURSE.

At Oxford, when practice began on the 13th January, the floods greatly impeded the early practice of the crew, and the selection of a stroke proved a matter of no little difficulty. Currey of Exeter, and Sharpe of Hertford, the two Trial Eight strokes, were both tried and found wanting. The crew went into training on the 7th February, and on the 8th, West, who at the eleventh hour was prevailed upon to take his old place, came up, and the crew was then finally settled. Still, improvement was slow, and it was not until the day of the race that the Eight really fell together.

For a part of their training the crew were the guests at Taplow of Mr. Grenfell (an ex-President of the O.U.B.C.), who coached them up to the day of the race, and under his auspices during the first week's stay at Taplow twelve to thirteen miles of rowing was done daily, besides tub practice.

The course was rowed once before the race, viz., on the 8th March, in a blinding snowstorm, in 22 min. 7 sec. (Cambridge rowed it the same day in 21 min. 44 sec.) On the 5th March Oxford rowed from Hammersmith to Aqueduct in 8 min. 40 sec., Cambridge in 8 min. 15 sec. The next day the respective times for the same distances were, Oxford 7 min. 57 sec., Cambridge 7 min. 53 sec. After this the old 1878 boat which Oxford had hitherto used was discarded in favour of a new Clasper, in which the race was rowed. This ship was fitted with Clasper's patent counter-rail, which proved of much use. A new set of oars designed by Mr. Warre were tried, but found not to be well balanced, and were therefore not used.

At Cambridge, Donaldson, who promised well for the after-

thwart, was prevented by ill-health from rowing, and his place was for some time filled by Atkin of Jesus. The crew, however, an unusually big and heavy one, made no progress behind him, and Meyrick was therefore promoted from No. 2 to stroke. This experiment proved a success, but a new difficulty presented itself; no racing boat could be found to carry the men satisfactorily, and the constant change from one ship to another in the attempt to find one suitable proved most disastrous. The result was that while the crew came to the post fairly well together, and able, at a slow stroke, to row in far better style than their predecessors of 1881 and 1882, they were totally unable to row hard when pressed. The race consequently proved a complete fiasco. The Cambridge crew were the universal favourites, yet they were completely outpaced from the commencement. Seldom has popular opinion been so falsified, or the truth of the paradox that nothing is so likely to happen as the unforeseen, been better established than by the result of this race. The start, one of the worst ever seen in a University race, took place late in the afternoon of Thursday the 15th March, and not until darkness had almost set in. Both crews went off at a scramble, the Cambridge stroke apparently not having heard the word 'Go.' Under the impression that the start was a false one, several of the men in each boat almost ceased rowing after the first few strokes, but they were not called back, and in this unsatisfactory manner the race commenced.

West, with the experience of an old stroke, seized the opportunity of making the most of his opponents' confusion, and rowing 42 to the minute soon pushed to the front, while the Cambridge crew, demoralised by the unexpected turn of affairs, fell hopelessly to pieces. A blinding snowstorm which came on soon after the start, and the rapidly darkening gloom of the evening, almost hid the crews from sight, but there was little more of importance to chronicle. After losing ground rapidly in the first mile, the Cantabs appeared to hold their own for a short distance, but Hammersmith they were three lengths astern, and the result was no longer in doubt. Oxford continued steadily to increase the lead, and passed the winning-post four lengths ahead in 21 mi 18 secs. from the start.

Putney to Mortlake, Thursday, 15th March 1883, 5.39 p.m.

OXFORD.

	st.	lbs.
1. Bourne, G. C., New, . . .	10	11½
2. De Havilland, R. S., Corpus, . . .	11	4
3. Fort, G. S., Hertford, . . .	12	0
4. Puxley, E. L., Brasenose, . . .	12	6½
5. Maclean, D. H., New, . . .	13	2½
6. Paterson, A. R., New Inn Hall, . . .	13	1
7. Roberts, G. Q., Hertford, . . .	11	1
8. West, L. R., New Inn Hall, . . .	11	0
<i>Coxn.</i> —Lyon, E. H., Hertford, . . .	8	1

Average,	11	12
----------	----	----

CAMBRIDGE.

	st.	lbs.
<i>lf</i> 1. Gridey, R. G., 3d Trinity, . . .	10	7
2. Fox, F. W., 1st Trinity, . . .	12	2
3. Moore, C. W., Christ's, . . .	11	13
4. Atkin, P. W., Jesus, . . .	12	1
5. Churchill, F. E., 3d Trinity, . . .	13	4
6. Swann, S., Trinity Hall, . . .	12	12
7. Fairbairn, S., Jesus, . . .	13	4
8. Meyrick, F. C., Trinity Hall, . . .	11	7
<i>Coxn.</i> —Hunt, P. L., Cavendish, . . .	8	1

Average,	12	2½
----------	----	----

It may be noticed that in each crew there were four Etonians, including the two strokes. Of these, West, Bourne, and Churchill had succeeded each other as captains of 'the Boats;' West and Churchill had also won 'the Sculling' in 1878 and 1881 respectively, and Churchill had won 'the Pulling' twice, in 1879 and 1881. Mr. Woodgate, taking Mr. Egan and Mr. George Morrison as precedents for preferring the general interests of University rowing to the narrower instincts of patriotism, coached the Cambridge crew during a portion of their practice. The winners rowed in a boat built by Clasper. Dimensions:—58 feet long by 22½ inches wide; height forward, 8 inches, and 6½ inches aft.

THE HARVARD RACE.

THE negotiations which eventually resulted in a four-oared match over the Putney course between the Universities of Oxford and Harvard, U.S.A., on 27th August 1869, commenced as far back as 25th August 1867.

The Harvard crew, accompanied by their secretary and several spare men, arrived in England towards the end of July 1869, and immediately took up their quarters at Putney, and commenced practice.

The Oxford crew, who had been training first at Eton under the coaching of Mr. Warre, and afterwards at Pangbourne under the supervision of Mr. G. Morrison and Mr. Risley, arrived at Putney about a fortnight before the race.

The race was rowed from two boats moored a certain distance above the Aqueduct at Putney to a flag-boat moored an equal distance above the 'Ship' at Mortlake. Harvard had the Middlesex station, and Oxford the Surrey; and after a well-contested race to Chiswick Eyot, Oxford drew away and won by four lengths in 22 min. 20 sec.

To show the absolute steadiness of the Oxford crew, after settling down to their work, and though rowing first a stern wager, and then passing their opponents, Darbishire fixed his rate at 37 per minute, and rowed for eighteen successive minutes exactly at the same speed. At the end the Harvard crew were pitifully exhausted.

Mr. F. S. Gulston and Mr J. W. Chitty officiated as umpire for Harvard and Oxford respectively, and Mr. Thomas Hughes, M.P., stood referee at the especial request of the Harvard crew.

The crews were composed as follows :—

OXFORD.

	st.	lbs.
1. Willan, F., Exeter, . . .	11	10
2. Yarborough, A. C., Lincoln, . . .	12	2
3. Tinné, J. C., University, . . .	13	8
4. Darbishire, S. D., Balliol, . . .	11	6
<i>Coxn.</i> —Hall, J. H., Corpus, . . .	7	2

HARVARD.

	st.	lbs.
1. Fay, J. S., Boston, . . .	11	1
2. Lyman, F. O., Hawaiian Islands, . . .	11	1
3. Simmonds, W. H., Concord, . . .	12	2
4. Loring, A. P., Boston, . . .	11	0
<i>Coxn.</i> —Burnham, A., Chicago, . . .	7	10

Harvard had previously sent a challenge to Cambridge, but insuperable difficulties prevented its acceptance.

The Americans brought with them their own boats, and the result showed that they were perfectly well advised in so doing. The craft in which they actually rowed the race was made originally in sections, brought over sea in that state, and put together at Putney. Its merits fully justified all these pains, for it was the best laid-out and fastest four-oar ever seen on Thames waters. The form of the cedar hull was faultless, no amount of science could have improved upon it, and the workmanship was worthy of the design. She really carried her crew when rowing hardest, and to say that is to say a great and rare thing. So light in hand was she that she bounded forward at the first stroke, and so quickly gathered way, that at the third stroke her greatest speed was reached. She was presented by the grateful Harvardites to the L.R.C. in return for the kindly hospitality received from the latter. Unfortunately this very beautiful specimen of river-architecture met with an accident and exists no more, or she would have been valuable as a model for study. Had the rowing of the crew at all matched their craft, Oxford would not have had a chance. Although vigorous, with good reach and clean hard wrench through the water, the crew had never been bound together. They could race as fast as anything afloat for twelve minutes or so; but then tiring, through lack of perfect

falling together into a 'pair-oar,' they broke down. Oxford, on the other hand, was perfect in rowing,—the very finest four ever turned out, and against which no critic could find just cause of complaint. No Old Blue could feel otherwise than proud of them. And reversely, never was any great crew more fearfully underboated, and never was a match of supreme interest so dangerously compromised by the incapacity of a boat.

This was the first international exhibition on the Thames that drew out the Londoners to flock by hundreds of thousands to the river. Having once made the spectacle their own, they have ever since maintained their attachment to it. On this day the four miles of living humanity, from the water's lip to the houses' ridge-piece, were calculated to represent half a million spectators.

CHRONOLOGICAL TABLE OF EVENTS.



CONSTITUTIONAL.

- 1827-28. C.U.B.C. FOUNDED.
1829. FIRST UNIVERSITY BOAT RACE.
1839. O.U.B.C. FOUNDED.
,, THE TRUE PRINCIPLES OF TRAINING AND ROWING
EXEMPLIFIED BY EGAN'S AND STANLEY'S 'LIGHT
NING' CREW.
1841. THESE PRINCIPLES ESTABLISHED AT OXFORD BY MENZIES
AND SHADWELL.
1844. LENT TERM RACES INTRODUCED AT OXFORD.
1846. PROFESSIONAL COACHING ABOLISHED AT OXFORD.
1852. CHITTY'S CREW.
1857. 'TRIAL-EIGHTS' ESTABLISHED AT OXFORD, SIMILAR TO
'CAPTAINS v. UNIVERSITY' AT CAMBRIDGE.
1862. 'TRIAL-EIGHT' SYSTEM ADOPTED AT CAMBRIDGE.

HISTORICAL.

1836. THE WESTMINSTER-PUTNEY COURSE ADOPTED.
1839. HENLEY REGATTA FOUNDED.
1843. THE 'SEVEN-OAR' RACE.
,, THE THAMES REGATTA FOUNDED.
1845. THE PRESENT PUTNEY-MORTLAKE COURSE ADOPTED.

1849. THE ONLY FOUL IN THE PUTNEY MATCH.
1855. THE PRACTICE OF THE CREWS STOPPED BY FROST, AND
THE RACE CONSEQUENTLY ABANDONED.
1856. THE PUTNEY MATCH BECOMES AN ANNUAL FIXTURE.
1859. CAMBRIDGE SANK.
LAST APPEARANCE OF THE U.B.C.s AT HENLEY.
1869. THE HARVARD RACE.
1877. THE ONLY DEAD HEAT IN THE PUTNEY MATCH.
1880. THE PUTNEY MATCH POSTPONED ON ACCOUNT OF THE
FOG.
-

TECHNICAL.

1846. OUTRIGGERS FIRST USED IN THE PUTNEY MATCH.
1854. A KEELLESS BOAT (A FOUR-OAR) FIRST USED BY A UNI-
VERSITY CREW (OXFORD, AT HENLEY).
1857. KEELLESS BOATS AND ROUND OARS FIRST USED IN THE
PUTNEY MATCH.
1873. SLIDING SEATS FIRST INTRODUCED.

ALPHABETICAL LIST OF OLD BLUES.

OXFORD.

ERRATA AND ADDENDA.

Page Name.

174. EVERETT—for 'Briston' read 'Bruton.'
- „ FORT—for '3d cl. Hist. '53' read '3d cl. Hist. Greats, '83.'
- „ FREMANTLE—for '29' read '(29 H.)'
177. HOBHOUSE—for 'Archdeacon of Bodmin' read 'Rector of St. Ive, Liskeard, Archdeacon of Bodmin.'
175. KNOLLYS—for '2d cl. Class. Math. '72' read '1st cl. Math. Mods. '71, and 2d cl. Math. Greats, '72.'
179. LITTLE—for '1st cl. Class. and Mods.' read '1st cl. Class. and Math. Mods.'
181. MEADE-KING—for '53, 2d race,' read '53².' *
182. MILMAN—for '45, 2d race,' read '45².'
183. MULHOLLAND—for 'Andrew Walter' read 'Alfred John'; for '2d cl. Class. Greats, '75,' read '2d cl. Mod. Hist. Greats, '79.'
184. NIND—for '53, 2d race,' read '53².'
186. RICH—for '50, 2d race,' read '50².'
189. SOUTHWELL—for '2d cl. Class. Mods., &c.,' read '2d cl. Class. Mods. '77 do. do. Greats, '79; Denyer and Johnson Univ. Theo. Scholar.'
190. STÉWARD—for '50, 2d race,' read '50².'
191. WARRE—for 'Eton Coll. Rifles' read 'Eton Coll. Rifle Volunteers.'

* N.B.—'2' after a date means that the oarsman rowed in 2 races in that one year; 2d race' that he rowed in the 2d only of 2 races.

SUPPLEMENTARY OBITUARY NOTICES.

Page Name.

167. GARNIER—died at the Deanery, Lincoln, 7th September 1863.

177. HOOKE—add 'late Vicar of Shotteswell, near Banbury, where died
14th March 1872.'

178. ISHAM—died at Cheltenham 25th August 1846.

180. MABERLEY—died at Mells 21st May 1848.

182. MEYNELL—died at Meynell Langley Park, Derbyshire, 3d July 1858.

183. MORRISON, A.—died at Hall Barn, Beaconsfield, 7th April 1881.

185. POCKLINGTON—*for* 'died at Bournemouth' *read* 'died in London 1st
June 1870.'

ALPHABETICAL LIST OF OLD BLUES.

ALPHABETICAL LIST OF OLD BLUES.

—c—

OXFORD.

C in margin denotes 'Coxswain.'

P " " 'President.'

S " " 'Stroke.'

* " " 'Double Blue.'

M in second column denotes 'Middle Temple.'

I " " 'Inner Temple.'

L " " 'Lincoln's Inn.'

G " " 'Gray's Inn.'

The names of those deceased are printed in italics. All races, except those marked H. (Henley), and T. (Thames Regatta), were rowed at Putney.

Name.	Rank, Profession, Address, &c.	School.	College.	University Honours and Degrees.	Year of Race.	Other Aquatic Honours.
* AITKEN, JAMES . .	Vicar of Chorley Wood, Rickmansworth, Herts	Eton . . .	Exeter .	B.A. '51; M.A. '54	'49 2d race ('50, '51 H.)	...
<i>Arbuthnot, James Edward.</i>	Died in Mauritius, 29th Sept. '68	...	Balliol .	...	('50 T.) ('29 H.)	...
S ARCHER-HOUBLON, THOMAS HENRY	Vicar of Wantage, Berks.	Radley . .	Ch. Ch. .	B.A. '72 . . .	'72 . .	...
P S ARKELL, JOHN . .	Rector of St. Ebbes, Oxford	Durham . .	Pemb.	Hon. 4th cl. Law and Mod. Hist. Greats, '59.	'57, '58, '59, ('57, '59 H.)	With Warre, silver goblets, '59; with do., Univ. pairs, '57

ILLIAM GEO. GARDENER	Chaplain to Bishop of Guiana, H.M. Inspector of Schools, Precentor of St. George's Cathed- ral, Kingston House, Georgetown, Demerara	...	Magd.	B.A. '58. Fellow of St. Peter's Col- lege, Radley	'58 . .	...
AWDRY, WILLIAM .	Canon Res. of Chichester, Principal of Chichester Theological College, '79, 2d Master of Winchester College, '68-'72, Head Master St. John's Col- lege, Hurstpierpoint, '73-'79	Winchester.	Balliol	1st cl. Class. Mods., '62; 1st cl. Class. Greats, '65; Fell. of Queen's, M.A. '67	'63, '64	...
BAILLIE, WM. (now Sir Wm., Bart.)	M.P. for Co. Linlithgow, '45-'47; Polkemet, Whitburn, N.B.	Eton . . .	Ch. Ch.	B.A. '36 . . .	'36 . .	...
BAKER, THOMAS	French Farm, Akaran Har- bour, Canterbury, N.Z.	Lancing . .	Queen's	...	'69, '70, '71	...
SOUTHEY <i>Baleuy, Francis St. John</i>	Merchant in London. Died in London 13th July '63 Called to the bar, 1. '78.	Eton . . .	Brasenose	...	('52 H.)	...
BANKES, JNO. ELDON	4 Elm Court, Temple, E.C.	Eton . . .	University	2d cl. Law, Greats, '76	'75 . .	...
BARKER, HENRY RAINE	Banker and Army Agent, Hathaway's, Harrow	Westminster	Ch. Ch.	3d cl. Mathematics Greats, '52	('52 H.)	With Nind, sil- ver goblets, '52
<i>Bates, John Ellison .</i>	Late Perpetual Curate of Christ Church, Hougham, in Dover, where he died, '56	...	Ch. Ch.	2d cl. Class. Greats, '30	(29 H.)	...
BAXTER, HENRY FLEMING	Curate of Sibdon, Sibdon Castle, Craven Arms, Salop	Hereford Cath. S.	Brasenose	B.A. '60; M.A. '64	'59, '60 ('59 H.)	With Wood- gate, Univ. prs. '60; Univer. sculls, '59

OXFORD—continued.

	Name.	Rank, Profession, Address, &c.	School.	College.	University Honours and Degrees.	Year of Race.	Other Aquatic Honours.
C	BEAUMONT, FRANCIS MONTAGUE	Lieut., 'The King's Royal Rifle Corps,' 3d Batt.	Eton . . .	New . . .	...	'77, '78, '79	...
*	BENNETT, GEORGE .	Office of Woods, Whitehall, S.W.	Winchester.	New . . .	3d cl. Class. Grts., '55; Sch. and Fell. of New	'56 . .	...
	BENSON, HENRY WIGHTMAN	Lieut. 1st E. Surrey Regiment	Eton . . .	Brasenose	...	'74 . .	With Farrer, Univ. pairs, '74
P	BENSON, WM. DENMAN	Called to the Bar, L. '74. 7 King's Bench Walk, Temple, E.C.	Eton . . .	Balliol . .	3d cl. Class. Grats, '71	'68, '69, '70	...
	BETHELL, RICHARD	Farming in New Zealand. Home address — Rise Park, Hull	Eton . . .	Exeter . .	B.A. '43 . . .	'41 . .	...
P S	<i>Beauclue, Calverley</i> .	Late of Close House, Newcastle-on-Tyne. Died at Hemlington, Yorkshire, 8th March '65	...	University	3d cl. Math. '39 .	'39 . .	Founded the O.U.B.C. '39
	BLUNDELL, THOMAS	Rector of Halsall, Lancashire; Honorary Canon of Liverpool	Eton . . .	Ch. Ch. . .	B.A. '57; M.A. '60	'54 . .	...
	BLUNDELL HOLINGSHEAD	See Garnett-Botfield, W.	...	...	...	...	...
	BOTFIELD, GARNETT W.	Cowarne Court, Ledbury.	Eton . . .	New . . .	Exhibitioner of New	'82, '83 .	...
	BOURNE, GILBERT CH.	Rector of Weston-sub-Edge, Gloucestershire; Canon of Gloucester	Eton . . .	Oriel . . .	B.A. '42; M.A. '46	'42 ('43 H.)	...
	BOURNE, GEORGE DRINKWATER	Tea Planter and Merchant in Ceylon. Home address, 26 Charleville Road, Kensington, W.	Harrow . .	University	B.A. '76 . . .	'75, '76, '77	...
	BOUSTEAD, JNO. MELVILLE						

PLAYERS AND THEIR PAGET	Called to the Bar, I. '70. Registrar of the Corporation of the Sons of the Clergy, 2 Bloomsbury Place, W.C. Late of Bere Court, Pangbourne. Formerly in the Royal Horse Guards (Blue). Died in London 28th August '77 Late Captain and Adjutant Rifle Brigade, and Col. of the Inns of Court Volunteers. Died in London 7th July '64 Shipowner, 147 Leadenhall Street, E.C.	Eton . . .	University	B.A. '68	'67 . . .	..
<i>Bresdon, Edward Augustus</i>		..	Trinity	B.A. '43; M.A. '45	'42 . .	..
<i>Brewster, Wm. Baginall</i>		Eton . . .	St. John's	B.A. '46	'42, ('43 H.)	...
BROWN, DAVID EDWARD		...	Hertford.	2d cl. Math. Mods. '79; 2d cl. Math. Greats, '81; New Coll. Exhibitioner Schol. of Hertfd. ...	'80 '81, '82	With Lowndes, silver goblets, '82
P S BROWN, MEREDITH MEREDITH	Stockbroker, 16 Park Street, Grosvenor Square	Radley . . .	Trinity	...	'64, '65, '66	With C. P. Roberts, Univ. pairs, '63, '64; with Raikes, do., '65
BUCK, EDWARD . .	Lecturer on Mathematics, Univ. College, Bristol	Malvern Col.	Hertford.	1st cl. Math. Mods. Christmas '77; 1st cl. Math. Gts. Christmas '79; Schol. of Hertfd., Herschel Astron. Prize, '81 ...	'81, '82 .	...
<i>Buckle, Wm. . . .</i>	Late Vicar of Canon Frome, Herefordshire	...	Oriel . .	...	'45, ('45 H.) ('45 T.)	...

OXFORD—continued.

Name.	Rank, Profession, Address, &c.	School.	College.	University Honours and Degrees.	Year of Race.	Other Aquatic Honours.
BULLER, REGINALD J. (now Manningham Buller)	See Manningham-Buller .	...	...	...	...	...
BUNBURY, J. MCCLINTOCK	See McClintock-Bunbury .	...	...	...	...	...
BURGESS, GEORGE FREDERICK	Schoolmaster, Bromleyhurst, Epsom	Blackheath.	Keble. .	2d cl. Class. Mods. '76; Hon. 4th cl. Class. Greats, '78	'78 . .	With A. G. P. Lewis, Univ. pra. '71; Univ. sculls, '47
BURROWES, THOS. COSBY	Stradone House, Cavan .	Winchester.	Trinity .	...	'79 . .	...
BURTON, EDMUND CHARLES	Solicitor, The Lodge, Daventry, Notts	Westminster	Ch. Ch. .	B.A. '49	'46, '49, 1st race ('47, '48 '51 H.)	Univ. sculls, '47
Burton, Robt. Edw. Lingen	Died in Texas, October '83. Late of Shrawardine Castle, Shrewsbury	Eton . . .	Ch. Ch. .	B.A. '65	'62 . .	...
CARR, CHARLES RIDLEY	In Holy Orders, unattached, Schoolmaster, Exmouth	Durham . .	Wadham	Sch. and Greek Exh.; 2d cl. Class. Mods. '62; 2d cl. Class. Greats, '64	'62, '63 .	...
CARTER, EDMUND SARDINSON	Vicar of St. Michael-Belfrey, York, and Vicar Choral of York Minster	Durham . .	Worcester	Open Eton scholarship, Worc.; 3d cl. Cl. Mods. '66	'67, '68 .	...
CARTER, GEORGE .	Rector of Compton Beauchamp, Berks	...	St. John's	4th cl. Class. '36	'36 . .	...
Carter, John . . .	Late Rector of Frenchay, Gloucester	...	St. John's	B.A. '30	('29 H.)	...

P S
C in
'51

P

*

CHAMPNEYS, WEL- DON	Vicar of Haslingden, Man- chester	Charter H. .	Brasenose	2d cl. Class. Mods. '60; hon. 4th cl. Math. Greats, '61.	'61 . .	With Woodgate, silv. goblets, '61, '62; with do., Univ. pairs, '61
CHEALES, HENRY JOHN	Vicar of Friskney, Boston, Lincolnshire	Eton . .	Exeter	Eton Exhibitioner, B.A. '51	('50 H.)	...
CHETWYND-STAPYL- TON, HENRY EDW.	J.P. for Middlesex and Herts, Shenley Lodge, Barnet	Eton . .	University	3d cl. Class '43 .	('43 T.)	Univ. pairs, '41
CHETWYND-STAPYL- TON, WILLIAM	Vicar of Malden, Surrey, 'Hon. Canon of Rochester	Eton . .	Merton .	3d cl. Class '47; Fellow of Mer- ton	'45, '46 (44, 45, '46 H., 44 T., 45 T., 46 T.)	...
CHITTY, JOSEPH WILLIAM (now the Hon. Sir J. W., Knt.)	One of H.M.'s Justices of the High Court of Jus- tice, Chancery Division (see Dedication), 33 Queen's Gate Gardens, S.W.	Eton . .	Balliol .	1st cl. Class. Greats, '51; Vinerian scho- lar, '52; Fellow of Exeter, '52; Law Lecturer of Exe- ter, '57.	'49, '52 race, '52 (50, '51, '52, '53 H.) (50 T.)	With Hornby, sil- ver goblets and Thames prs., '50; with Aitken, sil- ver goblets, '51; with Clissold, Univ. pairs, '49; with Bengough, '50
CLARKE, RICHARD FREDERICK	Priest of the Order of Jesus, 111 Mount Street, W.	Merch. T. .	St. John's	1st cl. Class.; 2d cl. Math. Mods. '58; 2d cl. Class. Greats, '60; schlr. Fell., Lecturer, and Tutor of St. John's	'59 . .	...
COCKS-SOMERS, J. J. T. <i>Codrington, Jac. Eduw.</i>	See SOMERS-COCKS . . Late Curate of St. Mary, Lambeth	Eton . .	Brasenose	B.A. '56 . . .	... (55 H.)	...
COMPTON, JOHN . .	Rector of Minstead-cum- Lyndhurst, Hants, Hon. Canon of Winchester, R.D.	...	Merton .	1st cl. Math. '40 .	'39 . .	...

OXFORD—continued.

Name.	Rank, Profession, Address, &c.	School.	College.	University Honours and Degrees.	Year of Race.	Other Aquatic Honours.
<i>Conant, Jno. William</i>	In Holy Orders, unattached. Died at Surbiton, 17th February '84	Eton . . .	St. John's	B.A. '45 . . .	'46 ('45 46 H.) (45 T.)	Univ. sculls, '45
COTTON, RICHARD W.M.	Beth Rapha, 29 Ullet Road, Liverpool	Westminster	Ch. Ch.	...	'49 '2d race, '52 (50 H.) (50 T.)	...
COURTNEY, HENRY M'DOUGAL	Missionary at Penang, formerly Curate of Holy Trinity, Windsor	Cholmond- ley, High- gate	Pemb.	B.A. '76; M.A. '78	'75, '76	...
COVENTRY, GILBERT GEO.	Rector of Woolstone, Gloucestershire	...	Pemb.	B.A. '66 . . .	'65 .	...
COWLES, DENIS JACOB	Assistant-Master, Oxford Military College, 69 Ilfley Road, Oxford	Merch. T. .	St. John's	Scholar St. John's; 2d cl. Class. Mods. '75; 3d cl. Class. Greats, '77	'77, '78.	Univ. pairs, '77; Univ. sculls, '76
COX, JOHN CHARLES	Vicar of Felstead, Essex, Domestic Chaplain to Earl Cowley	Winchester.	Trinity	B.A. '43; M.A. '49	'42 ('43 H.) ('43 T.)	...
CRASTER, THOMAS HENRY	Vicar of South Wheatley and Bole, Notts	Durham . .	Univ. . .	B.A. '57; M.A. '60	'55 H.)	...
CRAVEN, WILLIAM DAVID	Curate of Upton Magna, Salop	...	Worc.	Scholar of Worc.; 3d cl. Class. Mods. '75; 3d cl. Class. Greats, '77.	'76 . .	...
CROWDER, FRED. . DARBISHIRE, SAMUEL	Walcot Hall, Stamford . Physician; Coroner to the University of Oxford, 15 New Inn Hall St., Oxford	Rugby . . Univ. Coll. Schl., Lon- don	Brasenose Balliol .	... 3d cl. Math. Greats, '69	'66, '67 '68, '69, '70 ('69 Harv.)	Univ. pairs '67 ...

		Formerly Vicar of Adlingfleet, Yorkshire, and R.D., 26 Circus, Bath	Cowbridge.	Jesus.	Scholar of Jesus, '36	'36	...
P	WILLIAM LEWIS	8 Vanborough Park Road West, Blackheath, S.E. Called to the Bar, L. '56; J.P. for Kent, formerly Captain Kent Mounted Rifles, Hillgrove, Rodborough, Stroud	Eton.	Corpus	2d Math. Mods. '82	'82, '83	Univ. prs., '81
	DE HAVILLAND, REGINALD SAUMAREZ DENNE, HENRY	J.P. for Kent, formerly Captain Kent Mounted Rifles, Hillgrove, Rodborough, Stroud	Eton.	University	...	'52	...
	DENNE, RICHARD HENRY	Rector of Brimpsfield, Glouc.	Eton.	University	B.A. '56	('53, '55 H.)	...
	DISNEY, HENRY WM.	Assistant-Master, Cathedral School, Hereford	Finchley	Hertford.	Scholar of Hertford; 2d cl. Mods. '78; 3d cl. Math. Greats, '80	'79	...
S	<i>Douling, Frederick Townley</i>	Late Tutor in the family of the Nizam of Hyderabad. Died in India, August '80	Eton.	St. John's	Hon. 4th cl. Class. Greats, '73	'73	...
	<i>Dry, William John</i>	Late Vicar of Weston-on-the-Green, Bicester, Oxfordshire	...	Wadham.	B.A. '43; M.A. '45	('44 H.)	...
	EDWARDS - MOSS, JNO. EDWARDS	17 Rowland Gardens, S.W.	Eton.	Balliol	2d cl. Law and Mod. Hist. Greats, '72	'70, '71	...
P S	EDWARDS-MOSS, TOM. COTTINGHAM	Otterspool, Liverpool, Lieutenant Lancashire Yeomanry Cavalry	Eton.	Brasenose	B.A. '78	'75, '76, '77, '78	Univ. sculs, '77; Univ. pairs, '75, with Marriot, '76; with Ellison, '78; diamond sculs, '77, '78; with Ellison, silver goblets, '78
C	ELERS, FREDERICK WADHAM	Formerly London Merchant, Mount Ephraim House, Tunbridge Wells, and Tunbidge Wells Club	Tonbridge	Trinity	B.A. '58	'56, '57 ('57, '58 H.)	...

OXFORD—continued.

Name.	Rank, Profession, Address, &c.	School.	College.	University Honours and Degrees.	Year of Race.	Other Aquatic Honours.
ELLISON, WILLIAM AUGUSTINE	Surgeon, Windsor . . .	Eton . . .	University	3d cl. Nat. Sci. Greats, '78	'78 . .	With T. C. Edwards-Moss, silver goblets, '78; with do., Univ. pairs, '78
EVERETT, CHARLES HY.	Rector of Facombe and Tangley, Hants	Briston . .	Balliol .	2d cl. Class. Mods. '54; 3d cl. Class Greats, '55	('55 H.)	...
FARRER, MATTHEW GEO.	Called to the Bar, L. '78, Blackmore Park Farm, Malvern	Eton . . .	Brasenose	...	'73 . .	Univ. prs., '73; with H. W. Benson, do., '74
C FFOOKS - WOOD-FORDE, W.	Called to the Bar, L. '44, Judge of Derbyshire County Court	Sherborne .	Exeter .	3d cl. Math. '38 .	'39 . .	...
FISH, JAMES HY. .	Vicar of St. Paul's, Burton-on-Trent	Durham . .	Worcester	2d cl. Class. Mods. '66; sch. Worc.	'67 . .	...
FORT, GEORGE SEYMOUR	Post-Office, Sydney; home address, Coopersale Vicarage, near Epping	Uppingham	Hertford .	3d cl. Hist. '53	'82, '83 .	...
FREEMAN, WM. LAYS	Lallsarah Factory, Se-jowba, Chumpurum, India; home address, Villa Freeman, Nice	...	Merton .	...	'66 . .	Univ. sculls, '66
C FREMANTLE, WILLIAM ROBERT	Dean of Ripon '76, Vicar of Steeple Claydon '41-'68, Rector of Middle Claydon '41-'76, Hon. Canon of Ch. Ch., Oxf.	Westminster	Ch. Ch.	Fell. Exhib. of Ch. Ch.; B.A. '29; M.A. '32; Fellow of Magd. '31-'42; B.D. and D.D. '76	'29 . .	...
C FREWER, GEORGE ERNEST	Rector of Fulleby, Lincolnshire	Eton . . .	St. John's	2d cl. Class. Mods. '73	'73 . .	...

FIELD, WILLIAM DISHTON	In Holy Orders, unattached. Deckerhill, Shifnal, Salop	Shrewsbury	Brasenose	B.A. '40	'40 . . .
Garnett, William Jas.	Late of Quernmore Park, Lancashire. Called to the Bar, '45; J. P. and D.L. for co. Lancas.; M.P. for Lancs. '57-'64. Died '73.	Eton . . .	Ch. Ch. .	B.A. '41; M.A. '44	'39 . .
Garnier, Thomas F.	Late Dean of Lincoln. Died '63. Formerly Chaplain to the House of Coms., & Dean of Ripon	Winchester .	Worcester	B.A. '32; Fell. of All Souls'	('29 H.) . .
GILES, EDWARD . .	Professor of History. Calcutta University, Byculah Club, Bombay	Westminster	Ch. Ch. .	B.A. '72	'71 . .
GREENALL, RICHARD	Late Vicar of Stockton Heath, Cheshire, now unattached, Hilldown, Bow, Devon	Liverpool .	Brasenose	B.A. '52; M.A. '55	'52 ('51, '52 H.) With Prescot, Univ. pairs, '51
GREENFELL, WILLIAM HENRY	J.P. for Bucks, M.P. for Salisbury, '80. Taplow Court, Maidenhead	Harrow . .	Balliol .	2d cl. Class. Mods. '76	'77, '78 . . .
Griffiths, Eduw. Goodall S.	Died at Cheltenham . .	...	Worcester	...	('47 H.) . . .
GURDON, PHILIP . .	Chateau de Courbois, Bayonne	Radley . .	University	B.A. '58	'56, '57, ('57 H.) . . .
Haggard, Mark . .	Late Curate of St. Paul's, Westminster. Died on voyage home from Madeira, '54	...	Ch. Ch. .	Student of Ch. Ch.; Schol. of C.C.C.; 1st cl. Class. Mods. '70	'45 ('46, '47, '48 H.) ('46 T.) With Milman, silver goblets, '46 and '48; with do., Univ. pairs, '43, '44, and '45
HALL, FRANCIS HENRY	Tutor and Dean of Oriel .	King's Schl. Canterbury.	Corpus .	1st cl. Class. Grts., '72; Fell. of Oriel	'70, '71, '72 . . .

(cin
'46
H.,
'46
T.)

C

OXFORD—continued.

Name.	Rank, Profession, Address, &c.	School.	College.	University Honours and Degrees.	Year of Race.	Other Aquatic Honour.
HALEY, THOMAS FREDERICK	J.P. for Herts, Major Herts Yeo. Cavalry, M.P. for Herts. Gad- desden Place, Hemel Hempstead	Eton . . .	Ch. Ch. .	B.A. '61; M.A. '64	'60 . .	...
HARDING, ARTHUR RYLE	Called to the Bar, L. '77 . 49 Harrington Gardens, L.W.	Radley . .	Merton .	3d cl. Hist. Greats, '75	'74 . .	...
HARGREAVES, FRED- ERICK MEREDITH	Schoolmaster, Evelyn's, Hillington, Uxbridge	St. Peter's, York.	Kemble .	B.A. '79 . . .	'80 . .	...
HARRIS, THOS. . .	Rector of Swerford, Eus- tone, and J.P. for Ox- fordshire	Rugby . .	Magdalen	2d cl. Class. '33; B.D. '33	'36 . .	...
HAVILLAND, R. S. DE	See De Havilland	...	...	...	...	...
HENLEY, EDWARD	Solicitor, 35 Lincoln's Inn Fields, W.C.	Sherborne .	Oriel . .	B.A. '67 . . .	'65, '66 .	...
FRANCIS						...
HEYGATE, WILLIAM	Called to the Bar, L. '50, J.P. and Dep.-Lieut. for cos. Leicester and Herts, M.P. for Leic.	Eton . . .	Merton .	3d cl. Class. '47	'46 . .	...
UNWIN	'61-65, for Stamford '68. Roelcliffe, Lough- borough					
P HEYWOOD - LONS- DALE, ARTHUR PEMBERTON	Called to the Bar, L. '62, Dep.-Lieut. for Salop, J.P. for Flint and Salop. Gredington, Whit- church, co. Salop; 23 Grosvenor Square, W.	Eton . . .	Balliol .	3d cl. Class.; Mods. '55	'56, '57 ('57 Hl.)	With Warre, silver goblets, '57; with do., Univ. pairs, '55, '56

P S	ALFRED HERBERT	Called to the Bar, L. '84. 15 Cambridge St., W. Rector of Colkirk, Faken- ham, Norfolk Chaplain at Vepery, Madras	Magdalen Col. School	Magd.	...	'82 . .	Univ. pairs, '82
	HOARE, WALTER MARSHAM, HOBART, WILLIAM HENRY		Eton . . .	Exeter .	B.A. '65; M.A. '66	'61, '62, '63	...
	HOBHOUSE, REGI- NALD	Archdeacon of Bodmin .	Eton . . .	Exeter .	B.A. '79 . . .	'76, '79 .	...
	HODGSON, HENRY WILLIAM	Rector of Ashwell, Herts	Westminster	Balliol .	4th cl. Class.; 2d cl. Math. '39	'39 . .	...
	Hooker, Alfred . . .	In Holy Orders . . .	...	Worcester	B.A. '58 . . .	'54 ('55 II.)	...
	Hooper, Thos. Ayles- bury	Late Rector of Cooling, Kent. Died Jan. 26, '82	...	Pembroke	M.A. '54 . . .	'54 . .	...
	HOPKINS, HENRY GORDON	Vicar of Clifton, York .	Rugby . .	Corpus .	3d cl. Class. Mods. '60; 3d cl. Law and Hist. Greats, '62	'61 . .	...
	HOPWOOD, EDGAR OSWALD	Physician, London Fever Hospital, Liverpool Road, N.	Private . .	Ch. Ch. .	1st cl. Nat. Science, Greats, '74	'75 . .	...
	HOPWOOD, FRANK EDW.	Rector of Badsworth, Pontefract	Eton . . .	Ch. Ch. .	B.A. '65; M.A. '68	'62, '63 .	...
	HORNBY, JAMES JOHN	Head Master of Eton, '68, Hon. Chaplain in Ord- inary to the Queen, 2d Master Winch, '67, '68.	Eton . . .	Brasenose	1st cl. Class. Grts., '49; Fellow of Brasenose, '49; D.D. '69	'49 ('50 T. '51 H.)	With Chitty, silver goblets, and Thames pairs, '50
	HOUBLON, T. H. A. HOUGHTON, WIL- LIAM	See Archer-Houblon . . Rector of Preston, Salop; Author of several works on Natural History	Private . .	Brasenose	B.A. '50; M.A. '53	'49, 2d race, '52 (51 H.)	...
	Hughes, George E. .	Called to the Bar, D.C. '50, J.P. for Hertford- shire, late of Donnington Priory, Newbury. See special notice	Rugby . .	Oriel . .	2d cl. Class. '44 .	'42 ('43 H., '43 T.)	Univ. pairs, '42

OXFORD—continued.

Name.	Rank, Profession, Address, &c.	School.	College.	University Honours and Degrees.	Year of Race.	Other Aquatic Honours.
HUNT, CHARLES WM.	Curate of Hartley Wintney, Winchester, Hants	Merchant Taylors'	Corpus	3d cl. Class. Mods.; 3d cl. Theol. Greats	'80 . .	...
<i>Isham, Sir Justinian Vere, Bart.</i>	Died '46. Late of Lamport, Northampton	Eton . . .	Ch. Ch.	...	'36 . .	...
<i>Jacobson, Wm. Bowstead Richard</i>	Died '80. In Holy Orders, Exmouth. See special notice	Winchester.	Ch. Ch.	3d cl. Class. Greats, '63	'62, '63, '64	...
KELLY, FRANCIS HUME	J.P. for co. Westmeath, High Sheriff, '74, Capt. Westmeath Militia. Glencara, Mullingar	Rugby . .	University	2d cl. Class. Mods. '61; 3d cl. Law and Mod. Hist. Greats, '63	'63, '64 .	...
P KINDERSLEY, RICHARD STEPHEN	Assist. Master, St. Peter's College, Radley	Clifton . .	Exeter	2d cl. Class. Mods. '79; 3d cl. Class. Greats, '81	'80, '81, '82	...
KING, WALKER . . . <i>King, William . .</i>	Rector of Leigh, Essex Late Lieut. and Adj. 88th Regt. Connaught Rangers. Died of fever at Cawnpore, brought on by overwork in the Mutiny, 28th June '58	Westminster Durham . .	Oriel . . Merton .	B.A. '50; M.A. '53 ...	(47 H.) (53 H.)	...
KING, W. O. MEADE KNOLLYS, CLEMENT COURTENAY	See Meade-King . . . Civil Service, Barbadoes. Home address, Wrotham Rectory, Kent	... ...	Magd.	2d cl. Class. Math. '72	'72, '73 .	Diamond sculls, '72; Wingfield sculls, '72; Univ. scs., '72
C LAMBERT, WILLIS FLEMING ASHTON	Curate of St. James's, Piccadilly	Merchant Taylors'	Wadham	B.A. '76; M.A. '79	'74 . .	...

GEORGE LANE, ERNALD	Rector of Little Gaddesden, Herts Rector of Leigh, Stoke-upon-Trent	Westminster ...	Ch. Ch. Balliol	B.A. '60; M.A. '67 1st cl. Class. Mods. '58; 3d cl. Law and Mod. Hist. Greats, '59; Fell. of All Souls, '59	'58, '59 (59 H.) '58	...
LAWLESS, VALENTINE, The Hon. (now Lord Cloncurry)	J.P. and D.L. for co. Kil-dare, High Sheriff, '67. Sits in the House of Peers as Lord Cloncurry (U.K. October 1831). Lyons Castle, Hazle-hatch; Carlton Club, S.W.	Eton	Balliol	...	'59	...
LEA, WILLIAM	Vicar of St. Peter's, Droit-wich, Archdeacon of Worcester	Rugby	Brasenose	2d cl. Class. '41	'41	...
LEE, STANLAKE	Rector of Broughton, Stockbridge, Hants	Reading	Queen's	B.A. '40	'39	...
LESLEY, ROBERT	J.P. for North Riding of Yorkshire, Capt. York-shire Artillery Militia.	Radley	Pembroke	...	'71, '72	...
LEWIS, ARTHUR G. POYER	Aislaby Hall, Pickering Called to the Bar, L. '73. 2 Mitre Court Buildings, Temple	Eton	University	B.A. '71	'70	With M'Clin-tock-Bunbury, Univ. prs., '71 Steered Univ. pairs, '42
LEWIS, GEORGE BRIDGES <i>Lewis, Henry</i>	Vicar of Kemsing, Seven-oaks Late Vicar of Stowmarket. Died 30th July '76	Eton	Oriel	B.A. '46; M.A. '53	(44, '45 H.) '45	...
LITTLE, JAMES BROOKE	Called to the Bar, L. '76. 1 Tanfield Court, Temple	Norwich	Ch. Ch.	M.A. '46 1st cl. Class. and Mods. '71; 2d cl. Class. Greats, '73	'73	Univ. sculls, '73

P S

C

OXFORD—continued.

Name.	Rank, Profession, Address, &c.	School.	College.	University Honours and Degrees.	Year of Race.	Other Aquatic Honours.
P LONSDALE, A. P. (now Heywood-Lonsdale) LOWNDES, RICHARD	See Heywood-Lonsdale . Vicar of Sturminster New- ton, Blandford, Canon of Salisbury Called to the Bar, I. '43, J.P. for Oxon, M.P. for Newport, '59-65, as- sumed name of Lybbe '63. Hardwicke House, near Reading; 47 Tre- gunter Road, S.W. Studying for the Bar. Strat- ton, Micheldever, Hants	Winchester.	Ch. Ch.	B.A. '44; M.A. '47	('43 H.)	...
LYBBE-POWYS-LYBBE, PHILIP	Called to the Bar, L. '44, afterwd. Curate of Mells, Somerset. Died '48	Eton . . .	Balliol	B.A. '39; M.A. '43	'39 . .	...
C LYON, EDMUND HERBERT	Formerly Lieut. Scots Greys, J.P. for co. Car- low. Moyle, Carlow	Charterhouse	Hertford.	...	'81, '82, '83	...
P <i>Maberly, Samuel Edw.</i>	Canon of Winchester, Archd. I. of W., Vicar of Milford, Lymington, Bishop of Labuan '55-67, sometime Fel- low of the Royal Col- lege of Surgeons, and Demonstrator of Ana- tomy at King's College	Eton . . .	Ch. Ch.	B.A. '40; M.A. '44	'39, '40.	...
M'CLINTOCK - BUN- BURY, JOHN M.	Canon of Winchester, Archd. I. of W., Vicar of Milford, Lymington, Bishop of Labuan '55-67, sometime Fel- low of the Royal Col- lege of Surgeons, and Demonstrator of Ana- tomy at King's College	Eton . . .	Brasenose	...	'71 . .	...
M'DUGALL, FRANCIS THOMAS	Canon of Winchester, Archd. I. of W., Vicar of Milford, Lymington, Bishop of Labuan '55-67, sometime Fel- low of the Royal Col- lege of Surgeons, and Demonstrator of Ana- tomy at King's College	King's Coll. London, Med. Schl.	Magd. Hall (now Hertford)	1st Gold Medal- list, King's Coll. London, '37; D.C.L., Oxford	'42 . .	...

LIST OF OLD BLUES.

181

UGLAS HAMILTON MACQUEEN, JAMES NEVILLE MALAN, EDWARD CHAS.	Stoberry Wells, Somerset Indigo Planter, Dhurum- pur, Purneah, Bengal Assistant Master, Cheam, Surrey Colonel Grenadier Guards. Dilhorn Hall, Stoke- upon-Trent; Guards' Club, S.W. Vicar of Elberton, Glouc.	Eton Sherborne . Eton . . .	New Coll. University Worc. Balliol	Undergraduate . B.A. '61 . . . Exhib. of Worc.; 3d cl. Class. Mods. '70 2d cl. Law and Mod. Hist. Greats, '53	'83 . . '60 . . '71, '72 . '52 ('53 H.)	...
MANNINGHAM-BUL- LER, REGINALD JNO. MANSFIELD, ARTHUR		...	Ch. Ch. .	B.A. '50; M.A. '53	'49 ('48 H.)	...
s MARRIOTT, HENRY PETER	Estate Agent, Boynton, Bridlington	Winchester.	Brasenose	...	'75, '76, '77, '78, '79	With T. C. Ed- wards - Moss, Univ. pairs, '76
s MARSDEN, REGI- NALD GODFREY	Called to the Bar, I. '72. 11 Old Square, W.C.	Eton . . .	Merton .	2d cl. Class.; 2d cl. Math. Mods. '66; 2d cl. Class. Greats, '69 B.A. '56; M.A. '59	'67, '68 . '54 ('53, 55 H.)	...
p c MARSHALL, THOMAS HORATIO	J.P. for co. Cheshire, Patron of one living, Major 1st R. Cheshire Militia, Lieut.-Col. 3d Cheshire R.V. Town Lodge, Holyhead Vicar of Swymbridge, Devon, and R.D. H.M. Inspector of Facto- ries, Captain and Hon. Major Somerset Militia. Seymour Grove, Old Trafford, Manchester	Eton . . .	Exeter .			...
MARTIN, RICHARD .		Marlboro' .	Corpus .	B.A. '57; M.A. '60	'57 . .	...
p s MEADE-KING, WM. OLIVER		Eton . . .	Pembroke	...	'52, '54, (53, 2d race, H.)	...

OXFORD—continued.

Name.	Rank, Profession, Address, &c.	School.	College.	University Honours and Degrees.	Year of Race.	Other Aquatic Honours.
MEDLICOTT, HENRY EDMONSTONE <i>Mellish, Geo. Lilly</i>	Called to the Bar, M. '76, J.P. for Wilts. Sandfield Potterne, Devizes Late Resident Magistrate, Christ Church, Canter- bury, New Zealand. Died there Dec. '81	Harrow . .	Wadham	B.A. '62	'61 . .	...
P S MENZIES, FLETCHER NORTON	Secretary of Highland and Agricultural Society, Edinburgh	Edinburgh University	University	...	'42 . .	With R. Men- zies, Univ. pairs, '39
MENZIES, Sir Ro- BERT, Bart.	J.P. and D.L. for co. Perth, late Captain Perthshire Rifles. Farleyer, Aber- feldy, N.B.	Edinburgh University	University	S.C.L. '42	'42 ('43 H.) ('43 T.) . .	With F. N. Menzies, Univ. pairs, '39
MERCER, FRANCIS ROBERT	Curate of Helmsley, York- shire	Tonbridge .	Corpus .	2d cl. Math. Mods. '74; 2d cl. Math. Greats, '76	'76 . .	...
MERRIMAN, EDWARD BAVERSTOCK	Solicitor at Marlborough, J.P. for Wilts. Marl- borough, Wilts	Winchester .	Exeter .	B.A. '61	'61 . .	...
<i>Meynell, Godfrey</i> . .	A Conveyancer at York. Died '58	...	Brasenose	B.A. '42; M.A. '45	'40, '41 .	...
P S MILMAN, WILLIAM HENRY	Rector of St. Augustine and St. Faith, London. Scriest, and Minor Canon of St. Paul's Cath. 15 Cornwall Gardens, S.W.	Westminster	Ch. Ch. .	3d cl. Class. '47 .	'45, '46 ('45, 2d race, '47, '48 H.), '44, '45, 2d race, T.)	With Haggard, silver goblets, '46, '48; with do., Univ. pairs, '43, '44, '45

MIREHOUSE, RICHARD W. B.	J.P. for Pembroke, Captain 4th North Staff. Militia. The Hall, Angle, Pemb.	Eton . . .	University	...	'70 . .	...
MITCHISON, ARTHUR MOORE	Called to the Bar, I. '79. 2 Plowden Buildings, Temple, E.C.	Eton . . .	Pembroke	1st cl. Math. Mods. '74; 1st cl. Math. Greats, '76 B.A. '74; M.A. '75	'75, '76 .	...
MITCHISON, RICHARD STOVIN	Rector of Barbry, Rugby	Eton . . .	Pembroke	B.A. '74; M.A. '75	'72, '73 .	...
MOON, E. GRAHAM (now Sir E. Graham, Bart.)	Rector of Fetcham, Leatherhead	Merchant Taylors' . .	Magd. .	B.A. '47	('47 H.).	Diam. skulls, '46; Univ. skulls, '46.
MOORE, GEORGE BRIDGES	Rector of Tunstall, Kent	Westminster	Ch. Ch. .	B.A. '31	('29 H.)	...
MOORE, PETER HALL	Perpetual Curate of Chadkirk, Stockport	R.F.G. Schl Marlboro' .	Brasenose	Hon. 4th cl. Class. Greats, '52	('53 H.)	...
MORGAN, HANMER .	Rector of St. Athan, Cowbridge	Eton . . .	Ch. Ch. .	B.A. '46	('44 T.) .	Univ. skulls, '42.
P Morrison, Allan . .	Late J.P. for Bucks. Of Hall Barn, Beaconsfield, where he died, 80.	Eton . . .	Balliol .	3d cl. Class. Greats, '65	'62, '63, '65	...
P MORRISON, GEORGE	J.P. for Wilts, High Sheriff '81. Hampworth Lodge, Downton, Wilts	Eton . . .	Balliol .	2d cl. Class. Greats, '62	'59, '60, '61	Umpire at Henley, '69, '70.
Mountain, Jacob Geo.	Late in Holy Orders, and Principal of St. John's College, Newfoundland, where he died, '56	Eton . . .	Merton .	2d cl. Class. Greats, '41	'40, '41 .	...
S MOYSEY, FREDERICK LUTTRELL	In Holy Orders, unattached. Pall Mall Club, Waterloo Place, S.W.	Westminster	Ch. Ch. .	Hon. 4th cl. Class. Greats, '37	'36 . .	...
MULHOLLAND, ANDREW WALTER	17 Eaton Square, S.W.	Eton . . .	Balliol .	2d cl. Class. Greats, '75	'77 . .	...
C NEILSON, DANIEL ARTHUR	J.P. West Riding, Yorks.; Hundhill Hall, Pontefract.	...	St. John's	B.A. '70	'69 . .	...

OXFORD—continued.

Name.	Rank, Profession, Address, &c.	School	College.	University Honours and Degrees.	Year of Race.	Other Aquatic Honours.
P NICHOLSON, ARTHUR W.M.	Clerk of House of Commons. 33 Princes Gardens, S.W.	Winchester.	Magd.	Hon. 4th cl. Mod. Hist. Greats, '73	'72, '73, '74	...
NIND, PHILIP HENRY	Auditor-General, Demerara, British Guiana	Eton . . .	Ch. Ch.	B.A. '57. . .	'52, '54 ('52, '53, 2d race, '55 H.) ('51 H.)	With Barker, silver goblets, '52
NIXON, WILLIAM	In Holy Orders. Hanford, Tulare co., California	...	Worc.	B.A. '52. . .	'60 . .	...
NORSWORTHY, GEO.	Called to the Bar, I. '66. Joyce Grove, Henley-on-Thames	Winchester.	Magd.	B.A. '61. . .	'60 . .	...
OLDHAM, JOSHUA	13 Addison Gardens North, W.	Rugby . .	Brasenose	B.A. '47. . .	('47 H.)	...
ORNSBY, JOHN ARTHUR	Solicitor, Durham . . .	Doncaster .	Lincoln	2d cl. Law and Mod. Hist. Greats, '73	'72, '73.	...
P PATERSON, ARCHIBALD ROBT.	Western Club, Glasgow .	Loretto . .	Trinity	3d cl. Mods. '80; B.A. '83	'81, '82, '83	...
PARSON, JOHN CAMPBELL	Vicar of Stanstead and Forest Side, Emsworth	Marlboro' .	Trinity	B.A. '65; M.A. '68	'64 . .	...
PAYNE, FREDERICK EDW. HENRY	Vicar of Hanover Church, Regent Street, W.	Cheltenham	St. John's	3d cl. Law and Mod. Hist. Greats, '71	'70, '71, '72	...
Pelham, Herbert . .	Late in Holy Orders, and Curate of St. Philip's, Heigham, Norfolk. Killed in Switzerland in '81	Haileybury .	Magd.	3d cl. Theol. Greats, '77	'77, '78.	...

LIST OF OLD BLUES.

185

Edw. :TH	Uplands, Winchester, New University Club, S.W., formerly captain West Kent Militia	Maidstone	St. John's	B.A. '47	'46 ('45 H.) ('45 T.)	...
c <i>Pennefather, John</i> <i>Pitch, George</i>	Died in '57 Late Rector of Addington, Oxon, where died, Sep- tember '75	Harrow	Balliol Lincoln	B.A. '37 2d cl. Class, '47; Fell. of Trin.	'36 ('53 H.)	...
P <i>PINCKNEY, ROBERT</i> <i>ARTHUR</i>	Manor House, Great Durn- ford, Salisbury	Eton	Exeter	B.A. '82	'81	...
P <i>PINCKNEY, WILLIAM</i>	Banker at Salisbury, J. P. for Wilts, late Major, Wilts R.V. Milford Hill, Salisbury	Eton	Exeter	B.A. '57; M.A. '59	'54, ('55 H.)	...
s <i>Pocklington, Duncan</i>	Late in Holy Orders. Died at Bournemouth, '70	Eton	Brasenose	B.A. '63	'64	...
<i>POCOCK, ISAAC J.</i> INNIS	Called to the Bar, I. '47; J.P. for Berks. Curtis- field, Maidenhead	Eton	Merton	Post-master; 2d cl. Class, '41	'40	Univ. sculls, '41.
<i>Polehampton, Henry</i> <i>Siedman</i>	Chaplain at Lucknow. Died there, July 20, '57. See special notice	Eton	Pembroke	Fellow of Pembroke	'46	...
<i>POOLE, ARTHUR</i> RUSCOMBE	Called to the Bar, I. '65. Albion Chambers, Bristol	Rugby	Trinity	B.A. '63	'61, '62	...
<i>POOLE, ROBERT</i> HEN. JNO.	Schoolmaster. The School, Durham	Durham	Brasenose	Open Sch. of Brase- nose, '77; 2d cl. Class. Mods. '79; 3d cl. Class. Greats, '81	'80, '81	...
<i>POWYS, PHILIP LYBME</i> (now P. L. Powys- Lybbe)	See Lybbe-Powys	...	...	...	...	...
<i>PRESCOT, KENNICK.</i>	Rector of Lapworth, Bir- mingham	Macclesfield	Brasenose	1st cl. Class. Greats, '52; Fell. of Mer- ton	'52 ('53 H.)	With Greenall, Univ. pairs, '51

OXFORD—continued.

Name.	Rank, Profession, Address, &c.	School.	College.	University Honours and Degrees.	Year of Race.	Other Aquatic Honours.
PUXLEY, EDWARD LAVALLIN	78 Lancaster Gate, W. .	Eton . . .	Brasenose	...	'83 . .	...
RAIKES, ROB. TAUN- TON	Formerly Barrister, now Solicitor. 24 Coleman Street, E.C.	Radley . .	Merton .	Post-master; 2d cl. Math. Mods. '64; 3d cl. Math. Greats, '66.	'65, '66.	With M. M. Brown, Univ. pairs, '65
RICH, WM. GORDON	Sheep-farming in New Zealand	Westminster	Ch. Ch. .	...	'49, '52 race ('48, '50, 2d race, '51 H.) . .	...
RICHARDS, EDWARD VAUGHAN	Called to the Bar, I. '47, Q.C. 41 Parliament St., S.W.	Westminster	Ch. Ch. .	2d cl. Math. '43 .	'41 . .	...
RICHARDS, FRED- ERICK JONATHAN	Rector of Boxley, Kent .	Eton . . .	Merton .	B.A. '49; M.A. '53	'45 ('45 T.) . .	...
RIDSDALE, SEPTIMIUS OTTER BARNES	Secretary to Chief Com- missioner, Assam	Tonbridge .	Wadham	Hon. 4th cl. Class. Greats, '61	'61 . .	...
RISLEY, ROBERT WELLS	Rector of Moulsoe, New- port Pagnell, Bucks	Radley . .	Exeter .	B.A. '60; M.A. '61	'57, '58, '59 '60, (57, '59 H.) . .	Univ. sculls, '57, '58. Um- pire at Hen- ley, '68, and from '70 to '82 inclusive
ROBERTS, ABRAHAM JOHN	Banker, J. P. for Bucks, High Sheriff '69, for- merly Captain Bucks Yeomanry. Lillingstone Dayrell, Bucks	Eton . . .	Ch. Ch. .	B.A. '59 . . .	'59, '60 (59 H.)	...

(P.S.
c in
'50
H.)
'50
T.)

C

C

LIST OF OLD BLUES.

187

ARLES	Vicar of Peel, Little Hul-	Marlboro'	Trinity	B.A. '64; M.A. '68	'64	With M. M. Brown, Univ. pairs, '63, '64
ROBERTS, GEORGE QUINLAN	Schoolmaster, Brighton, Hertford Coll., Oxford	High School, Hobart, Tasmania	Hertford	3d cl. Math. Mods. '81	'83	...
ROBERTSON, WILLIAM	Colac, Melbourne	Rugby	Wadham	B.A. '61	'61	...
ROBINSON, HUGH MALCOLM	H.M. Inspector of Factories	Harrow	New	B.A. '79	'79	...
ROCKE, ALFRED BEALE	...	...	Ch. Ch.	2d cl. Class. Greats, '55	'56	...
ROGERS, WILLIAM	Rector of Bishopsgate, Prebend of St. Paul's, Chaplain in Ordinary to the Queen. Rectory House, Bishopsgate, E.C.	Eton	Balliol	B.A. '42; M.A. '44	'40	...
ROSS OF BLADENSBURG, ROBERT	Called to the Bar, L. '75, J.P. and D.L. for co. Down, now a Priest of the Order of Jesus. Rostrevor House, co. Down	Radley	Exeter	B.A. '73	'68	...
P ROWE, GEORGE DUNCAN	New University Club, S.W.	Marlboro'	University	B.A. '81	'79, '80	...
ROYDS, EDWARD	Rector of Brereton, Cheshire	Rugby	Brasenose	B.A. '42; M.A. '52	'40, '41, ('43 H.)	Univ. pairs, '40
P ROYDS, FRANCIS COULMAN	Rector of Coddington, Cheshire	...	Brasenose	B.A. '47	'45, '46 ('47, '48 H.)	...
SALMON, ROBERT INGHAM	Vicar of St. Martin's, Brighton	Durham	Exeter	Open scholarship, '53; 2d cl. Class. Mods. '55; 3d cl. Class. Greats, '57	'56	...

OXFORD—continued.

Name.	Rank, Profession, Address, &c.	School.	College.	University Honours and Degrees.	Year of Race.	Other Aquatic Honours.
SCHNEIDER, HENRY	Government Land Surveyor, Nerang Creek, Queensland	Magd. Sch., Oxford.	Trinity	...	'65	...
SENHOUSE, HUMPHREY POCKLINGTON	J.P. for Cumberland, Lieutenant Westmoreland and Cumberland Yeomanry. Netherhall, Maryport	Eton	Ch. Ch.	...	'65, '66.	...
SEYMOUR, ALBERT EDEN	Vicar of Barnstaple, Devon	Charterhouse	University	3d cl. Class. Mods. '62; B.A. '65	'64	...
SHADWELL, ARTHUR THOS. WHITMORE	Rector of Little Ilford, Manor Park, Essex	Eton	Balliol (and Lady Marg., Camb.)	2d cl. Class. '43; M.A. Oxon. '44; M.A. Camb. '46	'42 ('43, '44, '45 H.), ('43, '44 T.)	Colquhoun sculls, '40, '41
SHEPHERD, ROBERT,	In Holy Orders, unattached	...	Brasenose	B.A. 64	'63	With Woodgate, silver goblets, '63; with do., Univ. pairs, '62
SHERWOOD, WILLIAM EDWARD	Chaplain, Bath College	Magd. Sch., Oxford	Ch. Ch.	1st cl. Math. Mods. '72; 3d cl. Math. Greats, '74	'73, '74.	...
SHORT, WALTER FRANCIS	In Holy Orders, Fell. and Tutor New College, Oxford	Winchester.	New	2d cl. Class. Mods. '53, and Greats, '55	'54 ('53, '55 H.)	Silver goblets, '54; with Rogers, '52; do. pairs, '54; do., '53, '54; Univ. sculls, '53, '54

	JOHN STEWART	Curate of Fulham. Oxford and Cambridge Club, S.W. In Holy Orders, unat- tached. Seaton, Devon	Repton . .	Oriel . .	2d cl. Mod. Hist. Greats, '75	'74 . .	...
C	SOANES, CLARENCE JNO.	Formerly Rector of Che- vioke, Cornwall. 4 Harrington Road, South Kensington	King's Coll.	St. John's	B.A. '47	'46, '49 '47, '48 H.) '40, '41	...
P S	SOMERS-COCKS, JNO. JAS. THOS.	Domestic Chap. to Bishop of Durham. Auckland Castle, Bishop Auck.	Westminster	Brasenose	...		...
	SOUTHWELL, HER- BERT BURROWES	Late Her Majesty's Printer, Examiner in the Math. Schools, Oxford, Author of numerous Papers on Scientific Subjects, Cor- responding Member of French Academy of Sciences, Pres. Royal Society, '79. Died 27th June '83; buried in Westminster Abbey	Charterhouse	Pembroke	2d cl. Class. Mods. and Greats, Univ. Theo. School	'78, '79, '80 . .	...
	<i>Spottiswoode, William</i>		Eton and Harrow .	Balliol .	1st cl. Math. '45, Senior Math. Scholar '46, John- son Math. Scho- lar '47	(44, 45 H.) '44, '45 T.)	...
S	STANIFORTH, THOS.	In Holy Orders, unat- tached. Storrs Hall, Windermere; Carlton Club, S.W. See Chetwynd-Stapylton	Eton	Ch. Ch. .	B.A. 30	('29 H.)	...
	STAPYLTON, H. E. CHETWYND	See Chetwynd-Stapylton	...	...	...	...	...
	STAPYLTON, W.M. CHETWYND	See Chetwynd-Stapylton	...	...	...	...	...
P	STAYNER, HEWLETT JAMES	Tea-planter in Assam . .	Somersetshire Coll., Bath	St. John's	...	'74, '75, '76, '77	...

OXFORD—continued.

Name.	Rank, Profession, Address, &c.	School.	College.	University Honours and Degrees.	Year of Race.	Other Aquatic Honours.
<i>Stephens, Edward</i>	Late J.P. and D.L. for Cornwall. Trewornan, near Wadebridge	...	Exeter	2d cl. Class. '31	'36	...
STEWART, CHARLES HOLDEN	In Holy Orders, unattached; J.P. for Glouc. Northway House, Tewkesbury	Rugby	Oriel	B.A. '50; M.A. '56	'49, 2d race('50, 2d race H.) ('50 T.)	Univ. pairs, '48
STOCKEN, WILLIAM FREDERICK	Chaplain H.M. Prison, Coldbath Fields	St. Paul's	Exeter	B.A. '56; M.A. '58	'56	...
STRONG, CHARLES ISHAM	Formerly Lieutenant the Suffolk Regiment, J.P. for Hunts and Peterborough, High Sheriff for counties Cambridge and Hants, '76, Major Northampton Militia.	Harrow	University	...	'60	...
SYKES, EDWARD JOHN	Thorpe Hall, Peterboro' Vicar of Basildon, Reading	Eton	Worcester	B.A. '51; M.A. '54	'49, 2d race('48, '50, '51 H.)	...
TAHOUDIN, RICHARD THOMAS, G.G.T. (now G. G. T. Treherne)	Minor Canon of Windsor. See Treherne	Shrewsbury	St. John's	B.A. '70; M.A. '73	'69	...
Thomson, William Stephen	Late Rector of Fobbing, Essex. Died '67	...	Jesus	...	'36	...
THORLEY, JNO. THOS.	...	...	Wadham.	...	'56, '57, '58('57H.)	...

OXFORD—continued.

	Name.	Rank, Profession, Address, &c.	School.	College.	University Honours and Degrees.	Year of Race.	Other Aquatic Honours.
S	WAUCHOPE, DAVID.	Rector of Church Lawford, Warwickshire	Edinburgh.	Wadham	B.A. '48; M.A. '51	'49, 1st race	Univ. sculls, '48
S	WAY, JNO. PEARCE.	In Holy Orders; Assistant Master, Marlboro' Coll.	Somersetsh. Coll., Bath	Brasenose	1st cl. Class. Mods. '71; 2d cl. Class. Greats, '73	'74, '75	...
S	WEST, LEONARD ROBERTS	Langdown, Hythe, Southampton	Eton . . .	Ch. Ch.	...	'80, '81, '83	Univ. pairs, '80
P	WHARTON, JOHN HENRY TURNER	Law Student, Porch House, Gosport, Hants	Magd. Coll. Sch.	Magd.	B.A. '80 . . .	'79, '80, '81	...
P	WILLAN, FRANK	J.P. co. Hants, Captain 4th (M.) Battalion Oxfordshire Light Infantry. Thornhill Park, Bitterne, Hants	Eton . . .	Exeter	...	'66, '67, '68, '69 (Harv. '69)	...
	WILLIAMS, JAMES	Barrister, L. '75. 1 New Square, Lin. Inn, W.C.	Liverpool	Lincoln	1st cl. Class Mods. '71; 1st cl. Class. Greats, '73; 3d cl. Law Greats, '74	'74 . .	...
P S	Wilson, Fuller Mailand	Late M.P. for W. Suffolk, '75, High Sheriff, '73, Lieut.-Col. W. Suffolk Militia, of Stowlangtoft. Died '75	Eton . . .	Ch. Ch.	B.A. '47 . . .	'45 ('44, '45, 2d race, '46 H.) ('44, '45, 2d race, '46 T.	...
P	WINTER, GEORGE ROBERT Wodehouse. James	Vicar of Swaffham, Norfolk, and R.D. Drowned in the steamship 'London,' '66	Eton . . .	Brasenose	B.A. '48; M.A. '51	('47, '48 H.)	...
			...	Exeter	...	'49, 2d race	...

LIST OF OLD BLUES.

193

CHAS.	Canon of Chich.; Vicar of Amport St. Mary, Hants	Ottery St. Mary	Exeter	4th cl. Math.	'38	'41	...
WOOD, THOS.	Rector of Grimoldby, Lincolnshire	Louth	Pembroke	B.A. '65; M.A. '68	'65	'65	...
WOOD, WM. HARDY	Rector of Benwick, Marsh, Cambs.	Louth	University	2d cl. Class. Mods. '56	'57, '58 ('57 H.)	'57, '58 ('57 H.)	...
WOOD, WILLIAM WIGHTMAN	Called to the Bar, I. '71. 7 King's Bench Walk, Temple	Eton	University	B.A. '68	'66, '67	'66, '67	...
WOODFORDE-FHOOKS, W.	See Ffooks-Woodforde	...	...	...	...	...	...
WOODGATE, WALTER BRADFORD	Called to the Bar, I. 72. 1 Cloisters Temple, E.C.	Radley	Brasenose	Open Scholar Brasenose; Hon. 4th cl. Class. Greats, '63	'62, '63	'62, '63	Silver goblets, with Champneys, '61, '62; with Shepherd, '63; Diamond sculls, '64; Wingfield sculls, '62, '64, '67; with Baxter, Univ. pairs, '60; with Champneys, do., '61; with Shepherd, do., '62; Univ. sculls, '61, '62
WOODHOUSE, SAM. HENRY	Called to the Bar, L. '75. Norley Hall, Frodsham, Cheshire	Eton	University	2d cl. Class. Mods. '69; 3d cl. Class. Greats, '71	'69, '70, '71	'69, '70, '71	...
WORDSWORTH, CHARLES	Bishop of St. Andrews, Dunkeld, and Dunblane, '55; Second Master of Win. Coll. '35 to '45; Warden of Trin. Coll., Glenalmond, '47 to '54. Bishopshall, St. Andrews, N.B.	Harrow	Ch. Ch.	1st cl. Class. '30; Latin Verse, '27; College do., '27; Latin Essay, '31; M.A. '32; Hon. D.C.L. '53; Fell. of Winchr. '71	'29 H.)	'29 H.)	...

*

OXFORD—continued.

Name.	Rank, Profession, Address, &c.	School.	College.	University Honours and Degrees.	Year of Race.	Other Aquatic Honours.
WYNNE, OWEN SLANEY	J.P., D.L. for co. Merioneth; J.P. for co. Denbigh. Plas Newydd, Ruabon	Eton . . .	Ch. Ch. .	...	'62 . .	...
YARBOROUGH, ALFRED COOKE <i>Young, John</i> . . .	Kohn Kohn, Hokianga, New Zealand Late Solicitor in London. Died '65	Eton	Lincoln . Corpus .	... ...	'68, '69 ('69 Harv.) '60 . .	Univ. sculls, '69, '70 ...

ALPHABETICAL LIST OF OLD BLUES.

CAMBRIDGE.

ERRATA AND ADDENDA.

Page Name.

196. AGNEW—for 'Senior Opt.' read '22d Senior Opt.'
- „ ANDERSON—add to address 'United University Club, S.W.'
 ['P' should appear against this name.]
197. BARKER—for 'Radnor House and Great Malvern,' read 'and Radnor House, Great Malvern.'
198. BORTHWICK—for 'Uppingh'm' read 'Uppingham.'
203. FAIRBAIRN—for 'Fairbarn' read 'Fairbairn.'
- „ FAIRRIE—for 'Commercial Road' read 'Avenue House, Bycullah Park, Enfield.'
- „ FENN—for 'In the colonies' read 'Farming in New Zealand; Diamond Lake, Otago, New Zealand. Home address, Christchurch Lodge, Cheltenham.'
204. GALTON—under head 'University Honours' read '50th Junior Opt., '53.'
207. INGHAM—for 'B.A. '61' read '11th in 2d cl. Class. '61.'
208. JONES, H.R.M.—for '1st cl. Law' read '10th in 1st cl. Law, '56.'
212. MURDOCH—add under head 'Rank, &c.,' 'In business in the city. Died at Kingston 20th April '50.'
213. PEABODY—add to address 'United University Club, S.W.'
- „ PHELPS—for '20th Junior Opt.' read '29th Junior Opt.'
214. PREST—for 'with H. R. Jones' read 'with L. R. Jones.'
215. ROBINSON—for 'Mike Court' read 'Mitre Court.'
217. SOLLY—for "Hampstead" read "Hemel Hempstead."
218. STEPHENSON—for 'Late Adjutant,' &c., read 'Late Lieut-Col. Scots Guards, Brigade-Major Household Brigade, and Military Secretary to the Commander-in-Chief of the Bombay Presidency. Died of cholera in India 28th June 1872.'
219. UPPELBY—for 'Barrow Hall, Hall,' read 'Barrow Hall, Ulceby.'
220. WATSON—for 'Watson' read 'Watson-Taylor.'

SUPPLEMENTARY OBITUARY NOTICES.

Page Name.

206. HEATH—died at Ipswich 24th Feb. 1851.
 207. HOLDSWORTH, ARTHUR, Bastard Easterbrook—died at Stokenham,
 Devon, 29th March 1875.
 207. INGHAM—died in London 28th Nov. 1879.
 208. JOHNSON, F. W.—died in London 20th Dec. 1859.
 „ JONES, W. M.—died 5th May 1843.
 215. ROYDS, J.—died at Heysham 9th June 1865.

APPENDICES.

Page

231. Insert '1850 (H.) W. G. Rich. Ch. Ch.'
 „ For '**J. W. Chitty (8 & 4)' read '*J. W. Chitty (4).'
 „ 16th line from bottom, delete asterisk.
 „ 5th „ „ after 1859 add (H.)
 233. 7th „ top after 1837 add (L.)
 „ 9th „ „ delete (J.)
 „ 18th „ „ delete (H.)
 „ 19th „ „ add asterisk.
 238. 10th „ bottom, *for* 'he' *read* 'the latter.'

CAMBRIDGE.

ALPHABETICAL LIST OF OLD BLUES.

—o—

CAMBRIDGE.

C in margin denotes 'Coxswain.'

P " " 'President.'

S " " 'Stroke.'

* " " 'Double Blue.'

M in second column denotes 'Middle Temple.'

I " " 'Inner Temple.'

L " " 'Lincoln's Inn.'

G " " 'Gray's Inn.'

The names of those deceased are printed in italics. All races, except those marked H. (Henley) T. (Thames Regatta), and L. (matches against Leander), were rowed at Putney.

Name.	Rank, Profession, Address, &c.	School.	College or Boat Club.	University Honours and Degrees.	Year of Race.	Other Aquatic Honours.
ABERCROMBIE, JOHN	Physician, 13 Suffolk Square, Cheltenham	Tonbridge.	Caius.	Scholar Caius; 16th Senior Opt. '39	'39	...
AGNEW, STAIR	Registrar - General for Scotland, Keeper of the Records, Register House, Edinburgh	...	1st Trin.	Senior Opt. '55	'54	...
ALDERSON, FRED.	Rector of Holdenby, Northampton	Eton.	3d Trin.	B.A. '57; M.A. '61	'56	...
ANDERSON, WM.	Coffee Planter, Ceylon	Repton.	1st Trin.	29th 2d cl. Class. '69	'67, '68, '69	...
ARCHER, FRANCIS	Vicar of Christ Church, Newport, Monmouth	Canterbury.	Corpus	20th Junior Opt. '65	'62, '63, '64, '65	...

LIST OF OLD BLUES.

197

S	ARMYtage, FRANCIS	CHAS. NORMAN	Sheep farming. Como Yarra, Victoria	...	Jesus . .	...	'80 . .	...
	ARMYtage, FRANCIS	GEO.	Hoo Lodge, Rochester	...	Jesus . .	...	'74 . .	With Shafto, Univ. pairs, '74
	ARNOLD, FRED. MONTAGUE	FRED.	Rector of Kingsfield, Beccles	Rugby . .	Caius . .	Schol. Caius; 34th Wrangler, '48	'45 ('45 H.) ('44 T.)	With Mann, silver goblets '74
	ATKIN, PETER WILSON	PETER WILSON	Studying for the Bar. Egerton Park, Rock Ferry, Cheshire	Mill Hill .	Jesus . .	B.A. '81	'81, '82, '83	...
	AYLMER, JNO. ALGERNON	JNO. ALGERNON	Captain 4th Dragoon Guards	...	1st Trin..	B.A. '76	'74, '75 .	...
P	BAIRD, Wm. Leonard Gill	Wm. Leonard Gill	Late of Wormhill Hall, Derbyshire. Killed by poachers, 24th July '54	Eton . .	3d Trin..	B.A. '51	'49, 2d race	Diamond sculls, '48; Colquhoun sculls, '47; Univ. pairs, '48; with Baldry, do., '49
S	BAILLIE, Wm. WORTERS	Wm. WORTERS	Curate of Oundle, West Street, Oundle, Northampton	...	Jesus . .	B.A. '79	'80 . .	...
	BALDRY, ALF.	ALF.	34 Comeragh Road, West Kensington, S.W.	...	1st Trin..	B.A. '51	'49, 2d race	With Bagshawe, Univ. pairs, '49
	BARKER, THOMAS WALLACE	THOMAS WALLACE	Banker. Woods & Co., Newcastle-on-Tyne; Radnor House, and Great Malvern	Harrow . .	1st Trin..	B.A. '81	'78 . .	Colquhoun sculls, '77.
	BARTON, WILLIAM	WILLIAM	Studying for the Bar. 3 Albert Street, Victoria Square, S.W.; Isthmian Club, Grafton Street, W.	...	L. Marg..	Scholar St. John's, 2d 1st cl. Law, '80	'80 . .	...
	Bayford, Frederick	Augustus Frederick	Late Prin. Reg. Court of Probate, Chancellor of Manchester. Died '74	Private . .	Trin. Hall	Bracketed 1st Civil Law; LL.D. '30	('29 H.)	...

CAMBRIDGE—continued.

Name.	Rank, Profession, Address, &c.	School.	College or Boat Club.	University Honours and Degrees.	Year of Race.	Other Aquatic Honours.
<i>Beebe, Myrick Hy. Legge</i>	Professor at University of Calcutta. Died there, '75	Rossall . .	L. Marg.	4th Class; 18th Wrangler, '65; Bell's Univ. Sch.; Fell. St. John's Coll.	'65 . .	...
BENN, ANTHONY .	In Holy Orders, unattached. Puddleston Court, Leominster	Cheltenham	Emman. .	B.A. '59; M.A. '65	'57 . .	...
BENSON, CONSTANCE W.M.	Merchant. 18 Kensington Square, W.	Eton . . .	3d Trin. .	...	'72, '73 '75 '79	Colquhoun sculls, '71. ...
BIRD, ARTHUR HATFIELD SUMNER	Called to the Bar, L. '81. 1 Dr. Johnson's Buildings, Temple	Haileybury.	1st Trin. .	...	
BLAKE, HENRY . .	Solicitor. The Chantry, Norwich	Norwich .	Corpus .	B.A. '56. . . .	'54 ('53, 55 H.)	With Galton, Univ. prs., '54; with Wright, do., 55. ...
BLAKE, JOSEPH SEWELL	Vicar of St. Jude's, South-sea	Marlboro' .	Corpus .	B.A. '61; M.A. '66	'60, '61 .	...
BOOTH, GEO. . . .	J.P. for county Wicklow. Laragh, Newton, Mount Kennedy, county Wicklow	Rugby . .	1st Trin. .	B.A. '51	'49, 2d race	...
BORTHWICK, GEO.	Called to the Bar, L. '68. 2 Stone Buildings, Lincoln's Inn, W. C.	Uppingham.	1st Trin. .	B.A. '66	'64, 65 .	...
BOURKE, JNO. ULICK	Called to the Irish Bar. 1 Herbert Street, Dublin	Eton . . .	1st Trin. .	B.A. '67	'66, '67 .	With Griffiths, Univ. prs., '66

P	SON BRANCKER, PETER WHITFIELD	ADDI- In Holy Orders. Barrom Hills, Chertsey Curate of Walmersley, Bury, Lancashire. The Crow Trees, Melling, Lancashire	Rugby . . .	1st Trin. . .	B.A. '54; M.A. '57	('53 H.)	...
			Radley . . .	Jesus . . .	B.A. '77 . . .	'76	...
P	BRANDT, HENRY	Vicar of Elworth, Sand- bach	Rugby . . .	1st Trin. . .	6th Junior Opt. '52	'52 ('51 H.)	...
	BRETT, WM. BALIOL (now Right Hon. Sir W. B.)	Master of the Rolls, '83; Solicitor-General, '68; Judge of Common Pleas, '68; Lord Justice of Appeal, '76; M.P. for Helston, '66-'68. Heath Farm, Watford; 6 En- nismore Gardens, S.W.	...	Caius . . .	28th Senior Opt. '39	'39 ('37, '38 L.)	...
P	BROOKES, THOMAS WARWICK	Prin. of Coll. Pieternaritz- burg; formerly Magis- trate in the Falkland Islands, and Sec. Archæ- ological Institute	...	1st Trin. . .	...	('44 T.)	With Cloves, Univ. pairs, '44
	BROOKSBANK, EDW. CLIFFPROE	Captain 4th Brigade, Northern Division, R.A. (M.) Healaugh, Tadcaster, Yorkshire	Eton . . .	Trin. Hall	B.A. '81 . . .	'81 . . .	...
C	Buchanan, Jas. Geo. BUDD, RD. HALE CANDY, CHARLES HARRISON	Late East India Merchant No trace Principal of Rajaram Col- lege, Kolhapur, India Editor of <i>Land and Water</i> . Died Mar. 4, '83	...	1st Trin. . . L. Marg. . . Caius . . .	3d Junior Opt. '63 4th Junior Opt. '38 B.A. '74 . . .	'62 . . . ('37 L.) . '73, '74 .	...
P	Chambers, Jno. Geo.		Eton . . .	3d Trin. . .	1st in 3d cl. Nat. Science, '64	'62, '63 .	Colquhounsls. '63; Univ. prs., '62 ...
	CHAYTOR, HY. JNO.	Carpet Manufacturer, Kid- derminster	Durham . .	Jesus . . .	10th in 2d cl. Class. '60	'59, '60, '61 ('59 H.)	...

CAMBRIDGE—continued.

Name.	Rank, Profession, Address, &c.	School.	College or Boat Club.	University Honours and Degrees.	Year of Race.	Other Aquatic Honours.
C CHERRY, BENJAMIN NEWMAN	Vicar of Hemington-with- Luddington, Oundle, Northamptonshire	Eton and Durham	Clare . .	19th Junior Opt. '62	'60 . .	...
CHURCHILL, FRASER ELMSLIE	Weybridge Park, Surrey.	Eton . . .	3d Trinity	Undergraduate . .	'83 . .	...
C CLARKE, BENJAMIN STRETTEL, JUN.	Curate of St. George's, Newcastle-under-Lyne	...	L. Marg.	21st Junior Opt. '80	'80 . .	...
* CLISSOLD, STEPHEN THOS.	Called to the Bar, 1. '50. Bowland, Southsea	Eton . . .	3d Trin..	B.A. '48	'46 . .	...
P CLOSE, JAS. BROOKS	Land Owner and Invest- ment Agent in Iowa and Minnesota. Pipestone City, Southern Minne- sota, U.S.A.	Wellington	1st Trin..	B.A. '74	'72, '73, '74	With John B. Close, Univ. prs., '71; Col- quhoun sculls, '72
CLOSE, JOHN BROOKS	Banker, Brook's Bank and Heathfield, Eccles, Manchester	...	1st Trin..	B.A. '72	'71, '72 .	Univ. prs., '71; Diamond scls., '70; Colqu- houn scls., '70 Colquhoun scls. '74; with Dicker, Univ. pairs, '75
P CLOSE, WM. BROOKS	4 Bishopsgate Street With- in, E.C., in partnership with his brother, James B. Close	Wellington	1st Trin..	B.A. '76	'75, '76, '77	With Brookers, '45, '46 (45 H.), (44 T.)
Clover, Wm. Pickering	Died of consumption, Sept. '49, in Madeira	...	1st Trin..	B.A. '46	'45, '46 (45 H.), (44 T.)	Univ. pairs, '44; Colqu- houn scls., '45 ...
P COBBOLD, ROBERT HENRY	Rector of Ross, Hereford, formerly Archdeacon of Ningpo, Victoria	Shrewsbury	Peterhouse	46th Senior Opt. '43; 6th in 2d cl. Class., '43	'41, '42 (42 H.)	...

COLLARD, JOHN MAR.	In Holy Orders, unattached. Friar Park, Henley-on-Thames	...	L. Marg.	26th Senior Opt., '68	'67 . . .	...
COLLINGS, HENRY HYATT	Late Captain, 4th Hussars. United University Club Brewer. Shenfield Place, Brentwood, Essex	Eton . . .	3d Trin. . .	B.A. '62 . . .	'61, '62 ('59 H.)	...
COURAGE, EDWARD	Brewer. Shenfield Place, Brentwood, Essex	Harrow . .	1st Trin. .	...	'54 ('53 H.)	Colquhoun scis. '52
COVENTRY, MILLIS.	Called to the Bar, I. '64. 60 King St., Manchester	King's Coll.	Trin. Hall	23d Senior Opt. '62	'60, '61 .	...
COWIE, HUGH . .	Called to the Bar, M. '45; Q.C.; Chancellor of Durham; Recorder of Malden and Saffron Walden.	...	1st Trin. .	26th Wrangler, '51	('51 H.)	Colquhoun scis. '50
CROKER, JOSEPH MORRISON	Rector of Lavenham, Sudbury, Suffolk	...	Caius . .	8th Wrangler, '40 .	'41 . .	...
Croker, Wm. Roberts	Was studying for the Bar when he died in '41 at Cambridge	...	Caius . .	9th Wrangler, '39, Fellow of Caius	'41 . .	...
CROSSE, CHARLES HENRY	Vicar of Sawston, Cambridge; Chaplain to 1st Cambs. R.V., '60-'65; to 1st Hunts. Lt. Horse R.V., '67-'70. 12 Hills Road, Cambridge	Rugby . .	Caius . .	B.A. '51; M.A. '54; LL.M. '68; Scholar of King's	'52 ('51 H.)	...
Cunningham, Francis Edw.	Called to the Bar, '69; Govt. Advocate, Rangoon, where died May 19, '77	Eton, K.S. .	King's .	16th in 1st cl. Class. and Law, '67	'67 . .	...
* DALE, JNO. WILLIAM	Surveyor. 16 Whitehall Place, S.W.	Tonbridge .	L. Marg.	B.A. '70 . . .	'69, '70 .	...
DARROCH, DUNCAN	Called to the Bar, I. '63. 48 Queen's Gate Ter., S.W.	Harrow . .	1st Trin. .	2d cl. Nat. Sci. '60	'58, '59 . ('58 H.)	...
DAVIS, GEO. LATHAM	Called to the Bar, I. '82. 2 Dr. Johnson's Buildings, Temple, E.C., and Union Club, S.W.	St. Peter's, York	Clare . .	...	'75, '76, '77, '78, '79	...

CAMBRIDGE—continued.

Name.	Rank, Profession, Address, &c.	School.	College or Boat Club.	University Honours and Degrees.	Year of Race.	Other Aquatic Honours.
<i>Davis, John Coope</i>	Late J.P. and D.L. for Essex; Lieut.-Colonel Essex R.V. Cranbrook Park, Essex. Died '81	Eton . . .	3d Trin. .	B.A. '54; M.A. '57	'54 . .	...
<i>DAVIS, ROBT. DURBIN</i>	Orange growing in Florida	...	1st Trin. .	B.A. '83 . . .	'79, '80 .	...
<i>DE LA MOTHE, CLAUDE</i> (formerly La Mothe)	Curate of Rochford, St. Albans	K.Wm. Coll. L. of Man	L. Marg.	B.A. '64; M.A. '67	'63	...
<i>DENMAN, Hon. GEO.</i>	One of H.M. Judges of High Court of Justice, Queen's Bench Division, '72; Called to the Bar, L. '46; Q.C. '60; M.P. for Tiverton, '59. 8 Cranley Gardens, South Kensington	Repton . .	1st Trin. .	Sen. Classic, '42; Fellow, '43	'41, '42 .	Colquhoun scds. '42
<i>DENMAN, Hon. LEWIS, WM.</i>	Rector of William, Hitchin, Herts	Shrewsbury	Magd. .	7th in 3d cl. Class. '44	'41, '42 .	...
<i>DE RUTZEN, ALBERT</i>	Called to the Bar, L. '57; Met. Police Magistrate. 93 St. George's Sq., S.W.	Eton . . .	3d Trin. .	B.A. '52 . . .	'49, 2d race	...
<i>DICKER, GERARD CAMPBELL</i>	Curate of St. Andrew's, Liverpool. 35 Huskisson Street, Liverpool	Winchester.	1st Trin. .	B.A. '76; M.A. '79	'75 . .	With W. B. Close, Univ. pairs, '75
<i>EGAN, THOS. SELBY</i>	Called to the Bar; late Major 3d London R.V. United University Club, S.W. See special notice	Rottingdean	Caius . .	B.A. '39 . . .	'36, '39, '40 ('42 H.) '44 T.)	Ump. at Henley, '50 to '62; at Putney, '41

ESTCOURT, ARTHUR SOTHERAN	Called to the Bar, '34; J.P. for Hants Solicitor. Newport, Isle of Wight	...	Trin. Hall	B.A. '31; M.A. '34	('29 H.)	...
FAIRBAIRN, ADAM HENDERSON	Vicar of Waltham St. Law- rence, Maidenhead, Berks	Marlboro'	Trin. Hall	6th in 2d cl. Law, '74	'74 . .	...
FAIRBARN, CHAS.	Melbourne Club, Mel- bourne, Australia	Rugby . .	2d Trin. .	B.A. '59; M.A. '62	'58, '60 (58 H.)	...
FAIRBAIRN, STEPHEN	Merchant. Commercial Road	...	Jesus . .	...	'79 . .	...
FAIRRIE, EDW. HUGH	Geelong, Australia . .	Clapham Grammar School	Jesus . . Trin. Hall	Undergraduate . . B.A. '56	'82, '83 . '56 ('55 H.)	...
FELLOWES, JNO. CHAS.	Curate of Castle Acre, Swaffham, Norfolk	Mannamend School, Plymouth	1st Trin. .	B.A. '82	'82 . .	Colquhoun scl. '81
FENN, JOSEPH CY- PRIAN	In the Colonies . . . .	...	1st Trin. .	...	'77 . .	Colquhoun scl. '76
FITZGERALD, ROBERT UNIACKE PENROSE	J.P. and D.L. for Cork. Cork Beg Island, White- gate, Cork	Westminster	Trin. Hall	B.A. '63	'61, '62 .	...
FLETCHER, RALPH .	Colliery Owner. Scaris- brook Street, Southport	Sedbergh .	L. Marg.	Scholar St. John's; 29th Wrangler, '38	('37 L.)	...
FOLLETT, JNO. SKIR- ROW	Called to the Bar, I. '76. 3 Harcourt Buildings, Temple	Eton . . .	3d Trin. .	...	'71 . .	...
FOORD, Hy. Barnard	Died at Filey, Yorkshire, 18 July, '65	Rugby . .	1st Trin. .	B.A. '52	'52 . .	...
FORBES, ARTHUR .	Junior Secretary, Board of Revenue, Bengal. 12 Harrington St, Calcutta	Sedbergh .	L. Marg.	13th Junior Opt. '67	'66, '67 .	...
FORMBY, RICHARD .	Called to the Bar, I. '52. Shorrock's Hill, Formby Point, Liverpool	Repton . .	1st Trin. .	B.A. '52	('51 H.)	...
FORSTER, GEORGE BAKER	Mining Engineer. Back- worth, Newcastle-on-Tyne	York . . .	L. Marg.	48th Senior Opt. '54	('53 H.)	...

CAMBRIDGE—continued.

Name.	Rank, Profession, Address, &c.	School.	College or Boat Club.	University Honours and Degrees.	Year of Race.	Other Aquatic Honours.
FORTESCUE, HUGH JNO.	Vicar of St. George's, Leicester	Eton . . .	Magd. .	Schol. Magdalene; '67 8th Senior Opt.	'66 . .	...
FOX, FRANCIS WILSON	Uplands, Samerton Foliot, Plymouth	Private . .	1st Trin. .	1st cl. Geology special, Christmas, '83	'83 . .	Colquhoun scl. '82
FRESHFIELD, EDWIN	Solicitor, V.P.S.A. 5 Bank Buildings, Lothbury, E.C.	Winchester.	1st Trin. .	20th Junior Opt. '54	('53 H.)	...
Gallon, Robt. Cameron	Physician. Died at Had- sor, Worcester, March 22, '66	...	1st Trin. .	...	'54 . .	Colquhoun scl. '53; with Blake, Univ. pairs, '54
Garfit, Arthur . .	Late Rector of Easton, Northampton. Died Feb. '84	Private . .	1st Trin. .	B.A. '47; M.A. '56	('47 H.)	...
GASKELL, THOS. KYNASTON	Rector of Folkesworth, Peterborough	Westminster	3d Trin. .	B.A. '63; M.A. '66	'61 . .	...
GISBORNE, THOS. MATT.	J.P. and D.L. for county Derby; J.P. for coun- ties Leicester and Staf- ford. Poplar House, Broadstairs	...	L. Marg.	B.A. '47; M.A. '52	('47 H.)	...
GOLDIE, JNO. HAVI- LAND DASHWOOD	Called to the Bar, I. '75. 6 Park Hill, Richmond	Eton K.S. .	L. Marg.	17th 3d cl. Class. '72	'69, '70, '71, '72	Colquhoun scl. '70
GORDON, HY. ERSKINE	Called to the Scotch Bar. Aikenhead House, Cath- cart, N.B.	Twickenham	1st Trin. .	B.A. '72 . . .	'69, '70, '71	...
--- -- Tas. H.	Died, from a gun accident, at Cambridge in '68	...	1st Trin. .	...	'67 . .	...

LIST OF OLD BLUES.

205

NAME	DEGREE	FREE-	REMARKS	COLLEGE	L. MARG.	B.A. '65; M.A. '67	'62	
Gough, Walter R.			Rector of Saxby and Stapleford, Melton Mowbray, Leicestershire	Brighton College	B.A. '65; M.A. '67			
Graham, Edw. Curtis			Supposed to have died soon after leaving Cambridge	...	1st Trin.	...	(38 L.)	...
GRANVILLE, AUGUSTUS KERR BOZZI	S		Late Vicar of Wartling, Sussex. Died 31 Decem-ber, '74	...	1st Trin.	B.A. '56	(55 H.)	...
GREEN, FREDK. SEP-TIMUS			Vicar of St. Edmund's, Durham, formerly Vicar of Ilfley, Oxford	St. Paul's	Corpus	B.A. '38; M.A. '41	'36 ('37 L.)	...
GRIDLEY, REGINALD			Rector of Lydham, Bishop's Castle, Shropshire	Shrewsbury	Caius	4th Wrangler, '37	'36 ('37 L.)	...
CLAUD MOOR GIL-LET			Called to the Bar, '83. 106 Queen's Gate, S.W.	Eton	3d Trin.	B.A. '82	'81, '83	...
GRIFFITHS, WM. RUSSELL	P S		Called to the Bar, I. '69. 3 Essex Court, Temple, E.C.	Eton	3d Trin.	1st in Law Trip. '66	'65, '66, '67	With Kinglake, Univ. pairs, '64; with Selwyn, do. '65; with Bourke, do. '66.
GURDON, CHAS.	P		Called to the Bar, I. '81. 19 Old Square, W.C.; Isthmian Club, Grafton Street, W.	Haileybury	Jesus	3d cl. Class.	'76, '77, '78, '79	With Hockin, Univ. prs., '76
Hall, John	P S		Banker; J.P. for E. Riding of Yorkshire. Scot-borough Hall, Beverley. Died '68	Eton	Magd.	LL.B. '62	'58, '59, '60, '61 ('57 H., '58 H., '59 H.)	...
HARKNESS, ROBT.			Rector of Wimborne, St. Giles, Salisbury	Eton	L. Marg.	B.A. '48; M.A. '51	'45, '46 ('47 H.)	...
Harkness, Wm.	P		Late Vicar of Winscombe, Somerset. Died '63	Eton	L. Marg.	B.A. '46; M.A. '49	'45 ('45 H.)	...

CAMBRIDGE—continued.

Name.	Rank, Profession, Address, &c.	School.	College or Boat Club.	University Honours and Degrees.	Year of Race.	Other Aquatic Honours.
HARTLEY, PERCEVAL <i>Havart, Wm. Jas.</i>	Rector of Dunsby, Bourne, Lincolnshire Late Rector of Milton, Bryant, Beds. Died '66 Vicar of Hensall, Selby, Yorkshire	Charter Ho. Rugby . . . York . . .	Trin. Hall L. Marg.. L. Marg..	LL.B. '65 . . . B.A. '58; M.A. '61 H.) B.A. '65; M.A. '69	'36 . . '58 ('58 H.) '64 . .	.........
P HAWKINS, WILLIAM WEBSTER HAWKSHAW, JNO. CLARKE <i>Hawley, Edw.</i>	Civil Engineer. 25 Corn- wall Gardens, S.W. Late Vicar of Workop. Died 9th May '82	Westminster Oakham .	3d Trin. . Sidney Sussex	9th Sen. Opt. '64 . Arch. Johnson Exr.; Lady Romney's Exr.; Founda- tion Sch.	'63, '64 . '52 ('53 H.) '74, '75 .	Colquhoun scls. '61 With Long- more, Univ. pairs, '52 Univ. pres., '73
C <i>Heath, Benjamin Robt.</i> HEATHCOTE, SAM. . HIBBERT, PERCY JNO.	Late Captain E. Sussex Militia. Died '51 J.P. for Wilts. Rolleston, Devises Called to the Bar, I. '78; Auditor to Local Go- vernment Board, White- hall	Eton . . . Bath . . . Shrewsbury	1st Trin.. 1st Trin.. L. Marg..	... B.A. '61 . . . B.A. '74 . . .	('29 H.) '60 ('59 H.) '74, '75 .	... ... Univ. pres., '73
P S HILL, CHAS. GRAY. HOCKIN, THOMAS EDMUND	Rector of Warboys, Hunt- ington Phillack Rectory, Hayle, Cornwall	Sherborne . Radley . .	2d Trin. . Jesus . .	B.A. '46; M.A. '49 B.A. '82 . . .	'45, '46 (45 H.) '76, '77, '78, '79	... With Gurdon, Univ. pres., '76; with Watson- Taylor, do., '79
HODGSON, WALTER COTTON	Rector of Swepeston, Ashby de la Zouche	Rugby . .	1st Trin. .	B.A. '50; M.A. '54	'49, 2d race	...

James.	Died at Liverpool 26th May '62	Eton . . .	3d Trin. .	B.A. '51; M.A. '55	'49 2d race ('51 H.) ('29 H.)	...
Holdsworth, A. B. E.	Late 4th Dragoon Guards, J.P. for S. Devon. Widdicombe, Stokenham, S. Devon. Died Mar. '75	...	1st Trin. .	...	...	...
Holley, Hy. Hunt.	Late Rector of Brampton, Norfolk. Died '73	...	Trin. Hall	B.A. '60 . . .	('59 H.)	...
HOLLEY, WINDHAM HUNT	J.P. for Devon, Capt. N. Devon Yeomanry. Oaklands, Okehampton	Edinburgh .	Trin. Hall	10th Sen. Opt. '58	'57 . .	...
HOLME, ARTHUR PHIDIAS	Rector of Tattenhall, Chester	Grange Sch. Sunderland	2d Trin. .	B.A. '57; M.A. '62	'57 . .	...
Holroyd, Geo. Fred.	Late J.P. for Northampton, and Lieut. Northampton Militia	Winchester .	1st Trin. .	33d Wrangler, 7th 2d cl. Class. '46	'46 . .	...
Hopkins, Fred. Lyon.	Late J. P. for Lincolnshire, Chairman Board of Guardians. Died at Boston, 7th March '76	...	1st Trin. .	B.A. '46 . . .	('45 H.)	...
HOSKYNs, BENEDICT GEO.	Curate of St. Mary's, Southampton	Haileybury .	Jesus . .	B.A. '77 . . .	'77 . .	...
HOSKYNs, EDWYN .	Curate in charge of St. Clement, N. Kensington, 220 Lancaster Road, W.	Haileybury .	Jesus . .	B.A. '73 . . .	'73 . .	With Rhodes, Univ. prs., '72
HUNT, PERCY LAN-CELOT	Private Tutor. 9 Norfolk Terrace, Brighton	Highgate School Durham .	Cavendish	B.A. '83 . . .	'82, '83 .	...
HUTCHINSON. ARTHUR MIDDLETON	Elvet Hill, Durham	Durham . .	Jesus . .	Undergraduate .	'81, '82 .	...
Ingham, Jas. Penrose	Called to the Bar. Died '79	Westminster	3d Trin. .	B.A. '61 . . .	('59 H.)	With Ingles, Univ. prs., '59, with Fitzgerald, do., '60
INGLES, DAVID . .	Vicar of Halstead, Essex .	Edinburgh .	1st Trin. .	B.A. '61; M.A. '71	'60 . .	Colquhoun sculls, '58; with Ingham, Univ. pairs, '59

CAMBRIDGE—continued.

	Name.	Rank, Profession, Address, &c.	School.	College or Boat Club.	University Honours and Degrees.	Year of Race.	Other Aquatic Honours.
S	JACKSON, FREDERICK CHRISTIAN <i>Johnson, Fredk. Wm.</i>	Rector of St. Ruan, Helstone, Cornwall Late Curate of St. Nicholas, Great Yarmouth. Died '59	...	L. Marg.	B.A. '48	('47 H.)	...
P S	JOHNSON, HENRY FRANK <i>Jones Highway . .</i>	Rector of Chelmsford . .	Eton . . .	3d Trin.	33d Senior Opt. '53	'52 ('51 H.)	With Macnaghten, Univ. prs., '51
P	JONES, HERBERT RIVERSDALE MANSEL <i>Jones Highway . .</i>	Rector of Pontesford, co. Salop. Died '76 Called to the Bar, L. 59. 1 Harcourt Buildings, Temple	Shrewsbury	Magd.	1st cl. Law; S.C.L. '57; LL.B. 61 ...	'54 ('55 H.) '40, '41 .	...
P S	JONES, LLEWELLYN RHYS	Assistant Master, Oundle College	Eton . . .	3d Trin.	1st cl. Law . . .	'56 ('55 H.)	...
	<i>Jones, Wm. Jno. Herbert</i>	In Holy Orders. Died in Barbadoes, '57	Durham . .	Jesus . .	Scholar of Jesus; 19th in 3d cl. Class. '81	'78, '82 .	With Prest, Univ. prs., '80
	<i>Jones, Warren Miller</i>	Died at Lower Charlton, '43	...	2d Trin.	B.A. '52	'49 (1st race)	...
	<i>Keane, Jno. Henry</i> (afterwards Sir J. H., Bart.)	Late J.P. and D.L. for co. Waterford, High Sheriff, '56. Died '81	...	Caius . .	B.A. '35; M.A. '38 B.C.L. '41	'36 . '36 ('37 L.)	...
	KING - SALTER, JAS. PETER	Villa Speranza, Cannes .	Rugby . .	1st Trin.	...	...	...
P	KINGLAKE, ROBERT ALEXANDER	Called to the Bar, L. '68, Recorder of Penzance. 3 Harcourt Buildings, E.C.	...	Trin. Hall	B.A. '58; M.A. '65	'56 . .	Colquhoun scs. '55
			Eton . . .	3d Trin.	8th Junior Opt. '66	'63, '64, '65, '66	With Selwyn, silver goblets, '64; with do., Univ. pairs, '63; with Griffiths, do., '64

NAME	HER- BERT (formerly Snow)	Principal of Cheltenham College; Assist. Master at Eton, '58-'74	Eton . . .	L. Marg.	Schol. of St. John's; Porson Scholar; Browne Medal; Camden Medal- list; Senior Clas- sic, '57; Fellow of St. John's, '58- '60; M.A. '60; B.D. '81; D.D. '82	'56, '57 .	..
P	LAMBERT, EDGAR .	Chaplain to 'Mission to Seamen Society,' 21 Frederick Street, Sun- derland	Cheltenham Coll.	Pembroke	3d cl. Class. Tripos Lent '82; Class. Sch. of Pemb.	'81, '82 .	...
S	LA MOTHE, CLAUDE H. LAWES, CHARLES BENNET	See De la Mothe . . . Artist. 16 Michael's Grove, Brompton, S.W.	... Eton . . .	... 3d Trin. .	... 3d cl. Nat. Science, '65	.. '65 . .	... Diamonds, sculls, '63; Wingfield scs., '65; Col- quhounsculls, '62
P	LECKY-BROWN, W. C. (now W. Lecky- Brown-Lecky)	Fintimara, Warrenpoint, co. Down	Radley . .	Jesus . .	...	'73, '74 .	...
P	LEWIS, THOS. WM. .	Called to the Bar, M. '79. 12 King's Bench Walk, Temple, E.C.	...	Caius . .	...	'76, '77 .	...
P	LEWIS-LLOYD, ROBT.	J.P., D.L. for cos. Radnor and Cardigan. Nant- gwilt, Rhayader	Eton . . .	3d Trin. .	B.A. '59; M.A. '62	'56, '57, '58, '59	Umpire at Henley, '63 to '68; do. Put- ney, '82, '83
C	LLOYD, THOS. BUCK- NALL	Prebend of Lichfield, Vicar of St. Mary's, Shrewsbury	Shrewsbury	L. Marg. .	B.A. '46; M.A. '49	'46 . .	...

CAMBRIDGE—continued.

Name.	Rank, Profession, Address, &c.	School	College or Boat Club.	University Honours and Degrees.	Year of Race.	Other Aquatic Honours.
<i>Lockhart, Walter Scott</i>	Late 16th Lancers, grandson of Sir Walter Scott, succeeded to Abbot's ford and assumed the name of Scott. Died '51	...	Christ's .	...	'45 ('45 H.)	...
LOMAX, HY. JOSHUA	Rector of Stoke-Golding, Hinckley, Leicestershire	Harrow and Marlboro'	1st Trin. .	B.A. '72	'71 . .	...
<i>Longmore, Wm. Simon</i>	In Holy Orders. Died '55	...	Sidney Sussex	B.A. '53	'52 ('51 H.)	With Hawley, Univ. pres., '52
LOWE, WM. HY. . .	In Holy Orders, Hebrew Lecturer, Christ's Coll.	Durham. .	Christ's .	20th Senior Opt. '71; Tyrwhitt Heb. Schol.	'68, '70, '71	...
LUBBOCK, HY. HAM-MONT	Vicar of Hanworth, Norwich	...	Caius . .	B.A. '58; M.A. '61	'58 . .	...
* MCCORMICK, JOSEPH	Canon of York, '84; Vicar of Kingston-upon-Hull, R.D.	Liverpool .	L. Marg.	B.A. '57; M.A. '61	'56 . .	...
MACMICHAEL, WM. FISHER	Curate of St. Giles' with St. Peter's, Cambridge; formerly Head Master, King's Sch., Warwick, '76-'80	Ripon . .	Downing	Sch. Goldsmith's Exr.; 37th Wr. '69; M.A. '73	'68, '69 .	...
S MACNAGHTEN, EDWARD	Called to the Bar, L. '57; Q.C.; M.P. for county Antrim. 3 New Square, W.C.	Trin. Dublin	1st Trin. .	Bracketed Senior Classic; 34th Senior Opt. '52; Chan. Medal; Univ. Scholar; Fellow of Trin.	'52 ('53 H.)	Diamond sculls, '52; Colquhoun sculls, '51; with F. W. Johnson, Univ. pairs, '51

* MASSEY, WM.	Late Rector of St. Mawgan-in-Meneage, with St. Martin, Cornwall. Died Oct. '55. Called to the Bar, L. '50; J.P. for co. Anglesea. Cornelyn, Beaumaris	...	1st Trin.	B.A. '40; M.A. '43	'45 (T.) ('45 H.)	With Arnold, silver goblets, '45
P MAULE, WILLIAM	Rector of Eynesbury, St. Neots, Hunts	Winchester.	1st Trin.	B.A. '49; M.A. '53	'40 . .	...
MERIVALE, CHARLES	Dean of Ely, '69; Select Preacher, '38; Whitehall Preacher, '40; Hulsn. Lecturer, '62; Chaplain Ho. of Com., '63-'69	Harrow . .	L. Marg.	Browne's Medal, '29; 29th Senior Opt. and 1st cl. Class '30; M.A. '33; B.D. '40; Hon. D.C.L. Ox. '66; D.D. '70	'29 H.)	Diamond skulls, '47; Colquhoun skulls, '46; with Vincent, Univ. pairs, '47
S MEYRICK, FRED. CHARLTON	Eldest son of Sir Thomas Meyrick of Apley Castle, Salop, and Bush, Pembroke; Lieut. Lancashire Militia	Eton . . .	3d Trin.	B.A. '83 . . .	'83 . .	Univ. pairs, '82, '83
MICHELL, WALTER GORDON	Assistant Master, Rugby.	Wellington.	1st Trin.	Bracketed 4th Classic, '77; Fell.	'75 . .	...
MILLER, HENRY JNO.	Member of the Upper House at Wellington, New Zealand. Fernbrook, Otago, N.Z.	Eton . . .	3d Trin.	...	'49, 2d race	...
P MOORE, CHAS. WM.	Oakwood, Beckenham, Kent	Durham .	Christ's .	B.A. Polit. Econ. '83	'81, '82, '83	...
MORGAN, RICHARD HERBERT	Curate of St. David's, and Chaplain of H.M.'s Prison, Carmarthen	Llandovery.	Emman.	B.A. '65 . . .	'63 . .	...

CAMBRIDGE—continued.

	Name.	Rank, Profession, Address, &c.	School.	College or Boat Club.	University Honours and Degrees.	Year of Race.	Other Aquatic Honours.
C	MORLAND, JNO THORNHILL.	Solicitor, Abingdon, Berks; Major 1st Vol. Batt., Princess Charlotte of Wales' Regiment	Harrow . .	1st Trin. .	B.A. '61 . . .	'59, '60 ('58, '59 H.)	...
C	MUNSTER, HENRY .	Called to the Bar, I. '48. Bloomfields, Keymer, Hurstpierpoint, Sussex	...	1st Trin. .	...	'45 ('45 H.)	...
C in '47 H.	<i>Mardoch, Geo. Francis</i>	...	Eton . . .	L. Marg.	B.A. '47 . . .	'46 ('47 H.)	...
	NADIN, HUMPHREY TRAFFORD	Colliery Proprietor. 20 Ashley Road, Burton-on-Trent	Leicester Collegiate	Pembroke	30th Jun. Opt. '68	'68 . .	...
	NAIRNE, SPENCER .	Vicar of High Wych, Sawbridgeworth, Herts	Clapham .	Emman. .	15th Senior Opt. '56; M.A. '59	'54 . .	...
	NICHOLS, JAS. PETER	Solicitor. 1 Bedford Row, W.C.	Westminster	3d Trin. .	B.A. '69 . . .	'68 . .	...
	NICHOLSON, CHRISTIAN ARMVAGE	J.P., D.L., co. Meath. Balrath, co. Meath	Westminster	1st Trin. .	B.A. '50 . . .	('47 H.)	...
	NICHOLSON, WM. NORRIS	Called to the Bar, I. '41; Senior Master in Lunacy. 43 Phillimore Gardens, W.	Charter Ho.	1st Trin.	7th Senior Opt. '38	('37 L.) ('44 T.)	...
*	NORRIS, WM. ARTHUR	Vicar of Flore, Weedon .	Eton . . .	3d Trin. .	B.A. '54; M.A. '57	'52 . .	...
	PAGE, ALEX. SHAW	Vicar of Selsey, Gloucestershire	Rossall . .	L. Marg.	33d Jun. Opt. '52. Hulse, Exhibr.	('51 H.)	...
	<i>Palen, Geo</i>	Barrister. Died at Leeds, '66	Clapham .	L. Marg.	49th Senior Opt. '60	'59 ('58 H.)	Colquhoun sculls, '59

LIST OF OLD BLUES.

213

ld . .	Late Rector of Ludgvan, Cornwall. Died '61	...	Corpus .	B.A. '40; M.A. '43	('39 H.) (38 L.) '73 . .	...
P	PEABODY, JNO. EN- DICOTT PEARSON, PHILIP PENNANT (now Pearson-Pennant)	Kernwood, Salem, Mass, U.S.A. High Constable of Flint Castle; J.P. for Flint- shire; High Sheriff, '59, '62. Brynbella, St. Asaph	Cheltenham Charter Ho.	B.A. '75 30th Senior Opt. '57; 3d in 1st Class. Moral Science, '58 . .	'57 ('55 H.)	...
	PELLEW, HENRY EDW. <i>Penrose, Chas. T.</i>	Katorali, West Chester co., U.S.A. Late Curate of North Hykeham, Linc. Died '67	Eton . . . Rugby . .	B.A. '50 2d Classic, '39; Bell Scholar	'49, 2d race '39 ('37, 38 L.)	...
	PENROSE, FRANCIS CRANMER	Architect in charge of St. Paul's Cathedral. Coleby Field, Wimbledon	Winchester .	10th Senior Opt. '42	'40, '41, '42	...
	PHELPS, EDMUND L.	H.M. Inspec. of Schools. 23 Sandon St., Liverpool	Wimbledon	20th Junior Opt. '70	'70, '71	Colquhoun sculls, '68 D.H.
	PHILLIPS, ACHERLY	Banker. Cherry Orchard, Shrewsbury	Shrewsbury	Jesus . .	'75 . .	...
	PIGOTT, EDMUND VINCENT	Vicar of Leaton, Shrews- bury	Marlboro' .	Schol. of C. C. C. 2d cl. Theo. Tri- pos, '65; M.A. '70	'64, '65 .	...
	PIKE, LEONARD GASKELL	Special Pleader. The Grove, 12 King's Bench Walk, Temple, Highgate	Highgate .	B.A. '78	'76, '77, '78	...
s	PINCKNEY, WM. JNO.	Curate of Ludlow, Here- ford	Rugby . .	B.A. '68; M.A. '76	'68 . .	...
c	POLLOCK, ARTHUR BECHER	Called to the Bar, M. '46. 63 Lincoln's Inn Fields	Westminster	B.A. '45	'42 . .	...
c	POLLOCK, JNO. CUR- WOOD	Called to the Bar, M. '42. Clerk, Vet. Dep. Privy Council Office, 44 Par- liament Street, S.W.	Eton . . .	...	('42 H.)	...

CAMBRIDGE—continued.

Name.	Rank, Profession, Address, &c.	School.	College or Boat Club.	University Honours and Degrees.	Year of Race.	Other Aquatic Honours.
POTTS, HY. JOHN .	Vicar of Llangarren, Ross. Trealla House, Llangarren	Wilton . .	2d Trin. .	B.A. '46 . . .	('45 H.)	...
P S PREST, EDW. HY. .	Assistant Master, Repton School, Burton-on-Trent	Durham . .	Jesus . .	13th in 2d cl. Class. '80	'78, '79, '80	With H. R. Jones, Univ. pairs, '80
PRIOR, RICHARD DELABERE	Assist. Master, Aldenham Grammar Sch., Elstree, Herts	Bedford . .	Queen's . .	4th 3d cl. Class. '81	'80 . .	With Sandford, Univ. pairs, '78
<i>Proby, Hugh</i> . . .	Drowned in Australia, '52	...	2d Trin. .	B.A. '51 . . .	'49, 1st race	...
RANDOLPH, EDWARD SEYMOUR LEVE-SON	Vicar of Great Chesterford with Rec. of Little Chesterford, Saffron Walden	Westminster	3d Trin. .	B.A. '72 . . .	'70, '71, '72	...
RAVEN, JOHN. . .	In Holy Orders, unattached.	Shrewsbury	Magd. . .	B.A. '44; M.A. '51	('44 T.)	...
P READ, CHARLES STOKES	Stockbroker. 4 Austin Friars, E.C.	Radley . .	1st Trin. .	B.A. '73 . . .	'72, '73, '74	...
P S RHODES, HERBERT EDWARD	17 Charles Street, Grosvenor Square, W.	Eton . . .	Jesus . .	B.A. '77 . . .	'73, '74, '75, '76	With E. Hoskyns, Univ. pairs, '72
P S RICHARDS, GEORGE HENRY	Boston, U.S.A. . . .	...	1st Trin. .	B.A. '62; M.A. '68	'61, '62 .	...
P RICHARDSON, JOHN .	Rector of Sandy, Beds. .	Shrewsbury	1st Trin. .	27th Senior Opt. '44	'45 ('44 T.)	...
P S RIDLEY, JOHN MATTHEW	Called to the Bar, L. '46. J.P. Northumberland. Walwick House, Hums- haugh, Northumb.; Oxf. and Camb. Club, S.W.	Eton . . .	Jesus . .	20th Senior Opt. '42	'40, '41, '42 ('42 H.)	...

RIDLEY, JOHN HIL- TON	Civil Engineer. Welburn, Prudhoe Station, North- umberland	Eton .	Jesus .	B.A. '71.	'69, '70.	...
<i>Ritchie, Arthur Mac- donald</i>	An Australian. Went to the Indian Bar, and died in India	...	1st Trin.	...	'41 .	...
ROBERTS, CHARLES HERBERT	Chaplain, Royal Small Arms Factory, Enfield Lock	St. Paul's .	Jesus .	B.A. '72	'72 .	..
ROBINSON, GILBERT MAINWARING	Solicitor. 4 Mike Court ; Chambers, Temple	Repton .	Christ's .	15th Senior Opt. '73	'72 .	...
ROUTLEDGE, TOM. .	Farming in Canada, N.W. Territory. Home Ad- dress—Grove Cottage, Mealsgate, Cumber- land	...	Emman.	...	'79 .	...
<i>Royds, John</i> . . .	Rector of Heysham, Lan- cashire. Died '65	...	Christ's .	B.A. '43 ; M.A. '47	'42 ('42 H.)	...
ROYDS, NAT. . . .	Rector of Little Barford, St. Neots, Beds.	Rugby .	1st Trin.	B.A. '59 ; M.A. '62	'59 ('58 H.)	Univ. pairs, '57
RUSHTON, JOHN ARTHUR	Vicar of All Saints Rush- ton Memorial Church, Blackburn	Edinburgh Academy	Emman.	32d Sen. Opt. '69	'69 .	...
RUTZEN, A. DE . .	<i>See De Rutzen</i>	...	...	...	...	...
SALTER, J. PETER KING	<i>See King-Salter</i>	...	...	...	...	...
SANDERSON, EDW. .	Vicar of Uckfield, Sussex	Lancaster .	Corpus	9th 2d cl. Class. '63	'62 .	...
SANDFORD, HOL- LAND	The Isle, near Shrewsbury	Shrewsbury	L. Marg.	B.A. '80	'79, '80, '81	Colquhoun scds. '78 ; with Prior, Univ. pairs, '78
P SCHREIBER, HENRY WARE	In Holy Orders . . .	...	Trin. Hall	15th in 2d cl. Class. '56	('55 H.)	...

CAMBRIDGE—continued.

Name.	Rank, Profession, Address, &c.	School.	College or Boat Club.	University Honours and Degrees.	Year of Race.	Other Aquatic Honours.
<i>Selwyn, George Augustus</i>	Late Bishop of Lichfield, '67; Bishop of New Zealand, '41; Curate of Windsor and Private Tutor at Eton; Preb. of Eccleshall, Lich. Cath., '67 to '73. Died at Lichfield, Ap. 11, '78	Eton . . .	L. Marg.	2d Classic, '31; 21st Jun. Opt.	('29 H.).	...
S SELWYN, JOHN RICHARDSON	Bishop of Melanesia, '77; Norfolk Island, Auckland, New Zealand; Vicar of St. George's, Wolverhampton, '71 to '72; Missionary in Melanesia, '72	Eton . . .	3d Trin. .	12th in 3d cl. Class. '66; D.D.	'64, '66.	With Kinglake, silver goblets, '64; with do., Univ. pairs, '63; with Griffiths, do., '65
SERGEANTSON, JAS. JORDAN	Rector of St. Michael's, Lichfield	Rugby . . .	1st Trin.	37th Junior Opt. '58	'57 . . .	...
SHADWELL, ALFRED HUDSON	Taxing Master, Chancery Division Royal Courts of Justice	Eton . . .	L. Marg.	12th Junior Opt., 8th in 3d cl. Class. '40	'39, '40 ('38 L.)	...
S SHAFTO, CHARLES DUNCMBE	Called to the Bar, I. '78. 1 Harcourt Buildings Temple	Durham . .	Jesus . .	8th in 3d cl. Class. '76	'76, '77 .	With G. F. Armytage, Univ. pairs, '74
SMITH, ARCHIBALD LEVIN (now the Hon. Sir A. L., Knight)	One of Her Majesty's Judges of the High Court of Justice, Queen's Bench Division, I. '60	...	1st Trin.	B.A. 58	'57, '58, '59 ('58 H.)	...
C SMITH, CHARLES TH	Puisne Judge, Cape Town; called to the Bar, I. '57	...	Caius . .	5th Senior Opt. '47	'54 . . .	...

S. SMITH, STANLEY	Assistant - Master. Newlands, Tooting Common, S. W.	Repton . .	1st Trin. .	B.A. '82	'82 . .	...
SMYTH, WARRINGTON WM.	F.R.S., Inspector of Crown Mines. 5 Inverness Terrace, W. Called to the Bar, I. '65. 3 Temple Gardens, E.C.	Westminster & Bedford	2d Trin. .	5th Wrangler; 6th in 3d cl. Class. '41	'39 ('38 L.)	...
P SMYLY, WILLIAM CECIL		Harrow . .	1st Trin.	3d cl. Law, '62	'62, '63 .	...
SNOW, W. (now Strahan)	See Strahan	...	...	...	...	...
SNOW, H. (now Kynaston)	See Kynaston	...	...	...	...	...
SOILLY, WILLIAM HAMMOND	J.P. and D.L. for Herts, J.P. for Dorset and Liberty of St. Alban's. Serge Hill, Hampstead	Harrow . .	1st Trin.	B.A. '37	'36 . .	...
SPENCER, EDM. ARNOLD ALF.	Head Master of Military and Civil Department, Cheltenham College. 9 Promenade Terrace, Cheltenham	Rossall . .	2d Trin. .	23d Wrangler, '72, 18th in 3d cl. Class	'70, '71, '72	...
SPURRELL, RT. JNO. Stanley, Edm. Stanley	Besingham, Norwich Died in Belgium	Ipswich . . Eton	Trin. Hall Jesus . .	... B.A. '40	'78 . . '36 '39 ('38 L.)	...
S STANNING, JOHN	Partner in John Stanning & Son, Bleachers, Broadfield, Leyland, Preston	Rugby . .	1st Trin.	3d in 2d cl. Class. '63	'63 . .	...
STEAVENTSON, DAVID FENWICK	11 King's Bench Walk, Temple; called to the Bar, I. '66. Cross House, Newcastle-on-Tyne	...	Trin. Hall	B.A. '66	'64, '65, '66	...

CAMBRIDGE—continued.

Name.	Rank, Profession, Address, &c.	School.	College or Boat Club.	University Honours and Degrees.	Year of Race.	Other Aquatic Honours.
P <i>Stephenson, Sussex Vane</i>	Late Adjutant and Lieut.-Col. Scots Guards. Died in India.	...	Caius . .	...	('53 H.)	...
P STILL, JOHN . . .	Vicar of Netheravon, Wilts	Winchester	Caius . .	B.A. '68; M.A. '71	'66, '67, '68, '69	...
STRACHAN, JAMES FORD	Ripple Vale, Birregurra, Victoria	Norwich	Trin. Hall	...	'70 . .	...
S STRAHAN, WILLIAM SWANN, SIDNEY. .	Palazzo Sonnino, Florence Harleston Rectory, Tamworth	Eton . . . Marlboro'	L. Marg. Trin. Hall	3d Senior Opt. '30 Undergraduate	('29 H.) '83 . .	...
TARLETON, WILLIAM HAIGH	Vicar of St. Cuthbert's, Birmingham	Dedham	L. Marg.	B.A. '62; M.A. '65	'61 . .	...
<i>Taylor, Samuel Bernard</i>	Late Incumbent of Kingswood, Ewell, Surrey	...	1st Trin. .	B.A. '38; M.A. '42	'40 . .	...
* <i>Thompson, Wm. Thos.</i>	Late Curate of Ridley and Ash, Kent. Died '40	...	Jesus . .	B.A. 31	('29 H.)	...
TOMKINSON, HY. RD.	Called to the Bar, L. '66. 24 Lower Seymour Street	Rugby . .	1st Trin..	36th Wrangler, '54	('53 H.)	...
TOWER, ERNEST .	Rector of H. Trinity with St. Mary, Guildford	Harrow . .	L. Marg.	B.A. 44; M.A. '47	'42 ('42 H.)	...
<i>Tuckey, Hy. Edw.</i> .	Late in Holy Orders . .	Free Grammar Schl., Marlboro'	L. Marg.	B.A. '52	'52 ('51 H.) '73	...
TURNBULL, THOS. STROVER	Solicitor, Manchester and Sunderland	...	Trin. Hall	...	'73 . .	...
TURNER, ALFRED	Rector of Wretingham, Norfolk	...	2d Trin. .	11th Sen. Opt. '37	'36 . .	...

LIST OF OLD BLUES.

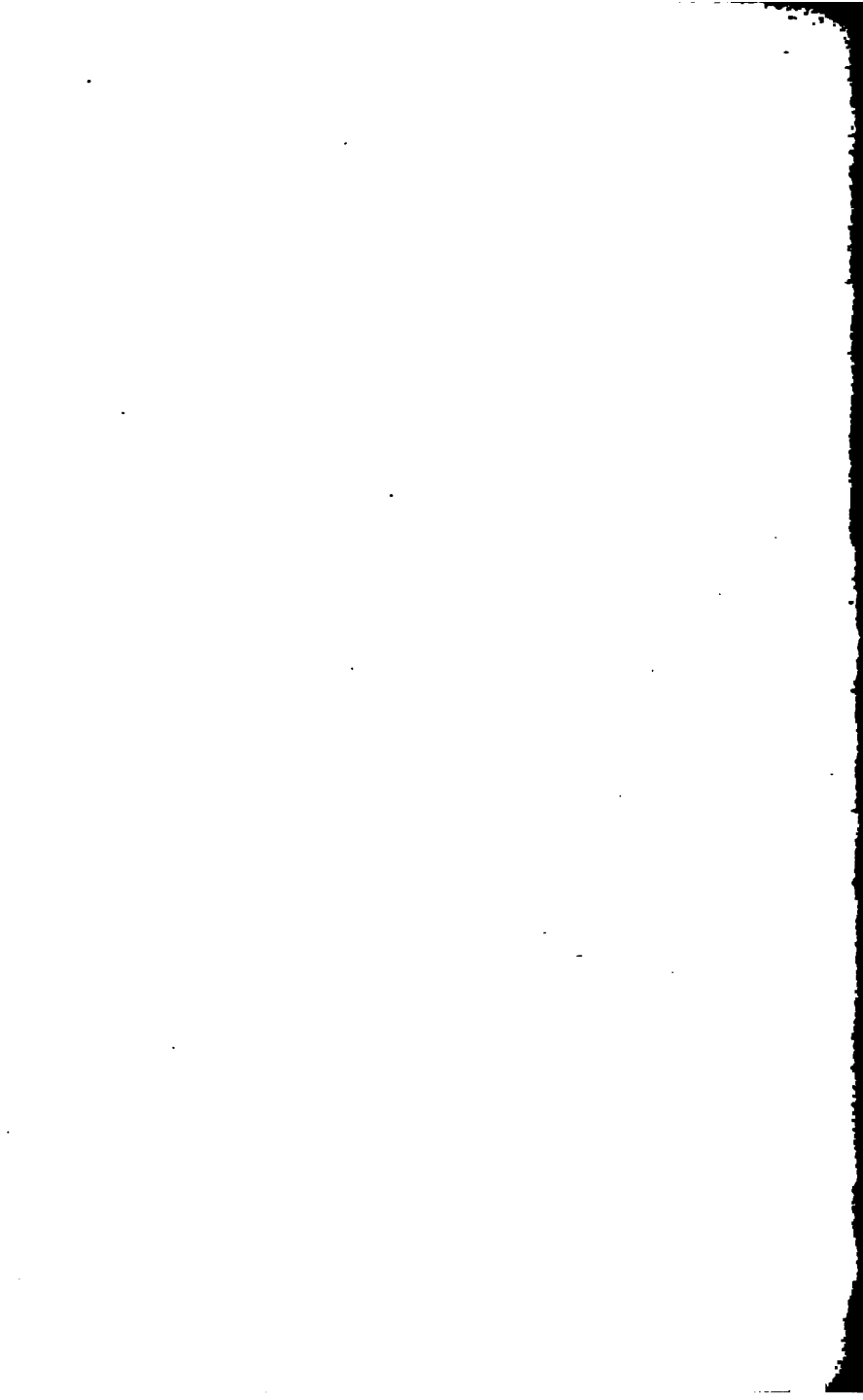
219

UPPLEBY, GEO. CHAS.	Called to the Bar, L. '44 ; J.P. ; formerly Major 1st Lincoln R.V., Barrow Hall, Hall, Lincolnshire	Shrewsbury	Magd.	B.A. '40 ; M.A. '43	'40	..
VENABLES, HENRY	In Holy Orders, untached. 24 Bath Road, Reading	Rugby	Jesus	B.A. '46 ; M.A. '49	('44 T.)	...
P S VIALS, CHARLES MARSH	Embrook, Wokingham, Berks ; Oxford and Cambridge Club	Westminster	3d Trin.	B.A. '43 ; M.A. '47	'40, '41 ('42 H.)	...
VINCENT, SPENCER.	Called to the Bar, L. '51. 7 Stone Buildings, Lincoln's Inn	...	1st Trin.	B.A. '48	('47 H.)	Colquhoun scl., '39
WADDINGTON, WM. HY.	French Ambassador at the Court of St. James, '83 ; Member of the French Institute, '64 ; Deputy for the Department de l'Aisne, '71 ; Senator, '76 ; Minister of Public Instruction, '73 ; again in '76 to '77 ; Minister of Foreign Affairs, '77 to '79 ; Prime Minister, '79	Rugby	2d Trin.	2d Classic, 3d Sen. Opt. '49 ; Chancellor's Medalist, '49	'49, 1st race	With Wolstenholme, Univ. pairs, '45 ; with Maule, do., '47
WARLOW, WM. MEYLER	Curate of Newton Abbot, Devonshire. 3 Mount Pleasant, Newton Abbot	...	Queen's	...	'80	...
WARNER, THOMAS DAVENPORT	Melbourne Club, Melbourne, Australia	...	Trin. Hall	...	'68	...
Warren, Charles.	Late Rector of Farnboro', Banbury. Died '83	...	2d Trin.	Scholar ; B.A. 31.	('29 H.)	...

CAMBRIDGE—continued.

Name.	Rank, Profession, Address, &c.	School.	College or Boat Club.	University Honours and Degrees.	Year of Race.	Other Aquatic Honours.
WATNEY, HERBERT	Assistant Physician St. George's Hospital; Examiner of Medical Degrees, Cambridge Univ.	Rugby . .	L. Marg.	B.A. '66 . . .	'65, '66, '67	Colquhoun scl. '65
WATSON, HOWARD SIMON	Rector of Water Orton, Warwick	Manchester	Pembroke	B.A. '66; M.A. '70	'64 . .	...
P WATSON TAYLOR, JNO. ARTHUR	Student at Law. 12 Hyde Park Gardens, W.	Eton . .	Magd. .	B.A. '81 . . .	'78, '81 .	With Hockin, Univ. prs. '79
<i>Watson, Wilfred</i> . .	Died '47 . . . . .	...	Jesus . .	...	'42 ('42 H.)	...
C WHARTON, ROBT. .	Formerly in the Civil Service. Hurley, Great Marlow	Eton . .	Magd. .	B.A. '59 . . .	'57, '58, .	...
WILDER, EDMOND .	28 Pembroke Square, W.; Union Club, Trafalgar Square	Eton . .	Magd. .	...	'46 . .	...
<i>Williams, Hugh</i> . .	Late Vicar of Risca, Mon., where he died, '80	Marlboro' .	L. Marg.	B.A. '60; M.A. '63	'56, '58, '59 ('55 H.)	...
WILSON, JOSEPH BOWSTEAD	Rector of Knightwick, Worcester	Giggleswick	Pembroke	7th Jun. Opt. '65 .	'63 . .	...
C* WINGFIELD, WM. .	Vicar of Leighton Iron Bridge, Salop	Rossall . .	1st Trin..	B.A. '57; M.A. '61	'56 ('55 H.)	...
WOLSTENHOLME, EDW. PARKER	Called to the Bar, L. '50; a Conveyancing Counsel of the Chancery Division. 2 Stone Buildings, Lincoln's Inn	...	1st Trin..	30th Wrangler, 11th in 3d cl. Class. '47	'46 ('47 H.)	With Vincent, Univ. prs., '45

WOOD. TOWN. GEO.	Called to the Bar, L. '67. 7 New Square, W.C.	...	Enman.	14th in 1st cl. Class.; '68 5th in 1st cl. Law, '66; Fellow of Emmanuel Coll. '67; Chancellor's Legal Medallist, '68; Whewell University Law Scholar, '68	...
C WOODHOUSE, HERBERT	Articled Clerk to Solicitor, 17 Parliament Street, Hull	Manchester Grammar School	Trin. Hall	Class. Prizeman '81	...
S WRAY, JNO. COPLEY	Colonel 4th (M) Battalion Manchester Regiment; Chairman of University Life Assurance Society. 2 Queen's Gate Place, S.W.	...	2d Trin.	10th Wrangler, '49; Fellow of Clare	...
S WRIGHT, JNO.	Solicitor; Registrar of Bloomsbury County Court, 57 Lincoln's Inn Fields	Westminster.	L. Marg.	B.A. '57	'54 . . Colquhoun scl. '54; with Blake, Univ. pairs, '55
YATMAN, WM. HAM-ILTON	Called to the Bar, L. '44; J.P. for cos. Glouc., War., and Wilts. High-grove, Tetbury, Glouc.	Winchester	Caius . .	B.A. '41 . . .	'39 ('38 L.)
YOUNG, FRANCIS JOSEPH	Literary. Carlton Lawn, Horsham	Leeds . .	Christ's .	...	'69 . .



ANALYTICAL APPENDICES
TO
LISTS OF OLD BLUES.

TABLE OF RACES IN WHICH THE UNIVERSITY CREWS HAVE ROWED
AGAINST EACH OTHER.

Date.	Course.	Winner.	Duration of Race.	Won by	Hour of Starting.	Builders of Winning Boats.
1829, June 10	{ From Hambledon Lock } to Henley Bridge	O	m. 14 30	Easily	7.56 p.m.	1829, Davis & King
1836, June 17	Westminster to Putney	C	36 0	1 min.	4.20 p.m.	1836, Searle & Sons
1839, Apr. 3	"	C	31 0	1.45 min.	4.47 p.m.	1839, "
1840, Apr. 15	"	C	29 30	$\frac{3}{4}$ length	1.30 p.m.	1840, "
1841, Apr. 14	"	C	32 30	1.4 min.	6.10 p.m.	1841, "
1842, June 11	"	O	30 45	13 secs.	3.43 p.m.	1842, Isaac King
1845, Mar. 15	"	C	23 30	30 secs.	6. 1 p.m.	1845, Logan
1845	Putney to Mortlake	C	8 30	2 $\frac{1}{4}$ lengths	...	(1845, H.) Searle & Son
1846, Apr. 3	Grand Challenge Cup, Henley	C	21 5	2 lengths	11.10 a.m.	1846, "
1847	Mortlake Church to Putney	C	8 0	2 $\frac{1}{2}$ lengths	...	(1847, H.) "
1849, Mar. 29	Grand Challenge Cup, Henley	O	22 0	Easily	5.40 p.m.	1849, "
1849, Dec. 15	Putney to Mortlake	C	...	Foul	2.44 p.m.	1849, "
1851	"	O	7 45	6 lengths	...	(1851, H.) "
1852, Apr. 3	Grand Challenge Cup, Henley	O	21 36	27 secs.	1.45 p.m.	1852, "
1853	Putney to Mortlake	O	8 3	2 feet	...	(1853, H.) "
1854, Apr. 8	Grand Challenge Cup, Henley	O	25 29	15 strokes	10.40 a.m.	1854, "
1855	{ Barker's Rails Pedestal } to Putney	C	8 32	2 $\frac{1}{2}$ lengths	...	(1855, H.) "
1856, Mar. 15	Putney to Mortlake	C	25 50	$\frac{1}{2}$ length	10.45 a.m.	1856, "
1857, Apr. 4	"	O	22 35	35 secs.	11.10 a.m.	1857, Mat. Taylor
1858, Mar. 27	"	C	21 23	22 secs.	1. p.m.	1858, "
1859, Apr. 15	"	O	24 40	Cam. sank	...	1859, Searle & Sons
1860, Mar. 31	"	C	26 5	1 length	8.20 a.m.	1860, "
1861, Mar. 23	"	O	23 30	48 secs.	11. a.m.	1861, Salter
1862, Apr. 12	"	O	24 41	30 secs.	12. 8 p.m.	1862, "

1863, Mar. 28	{ Barker's Rails Pedestal } to 'Star and Garter' }	O	23	6	43 secs.	10.25 a.m.	1863,
1864, Mar. 19	"	O	21	40	26 secs.	11.20 a.m.	1864,
1865, Apr. 8	"	O	21	24	4 lengths	1. 3 p.m.	1865,
1866, Mar. 24	"	O	25	35	15 secs.	7.48 a.m.	1866,
1867, Apr. 13	"	O	22	40	1 length	8.58 a.m.	1867,
1868, Apr. 4	"	O	20	56	6 lengths	12 noon.	1868,
1869, Mar. 17	"	O	20	5	3 lengths	3.58 p.m.	1869,
1870, Apr. 6	"	C	22	4	1 1/4 lengths	5.14 p.m.	1870, Clasper
1871, Apr. 1	"	C	23	5	1 length	10. 8 a.m.	1871,
1872, Mar. 23	"	C	21	15	2 lengths	1.35 p.m.	1872,
1873, Mar. 29	"	C	19	35	3 1/4 lengths	2.32 p.m.	1873,
1874, Mar. 28	"	C	22	35	3 lengths	11.14 a.m.	1874, Waite
1875, Mar. 20	"	O	22	2	29 secs.	1.13 p.m.	1875, Clasper
1876, Apr. 8	"	C	20	20	19 secs.	2. 2 p.m.	1876, Swaddle & Win- ship
1877, Mar. 24	"	Dead heat	24	8	Dead heat	8.27 a.m.	1877, O. Clasper ; C. Swaddle & Win- ship
1878, Apr. 13	"	O	22	13	40 secs.	10.15 a.m.	1878, Swaddle & Win- ship
1879, Apr. 5	"	C	21	18	3 1/4 lengths	12.45 p.m.	1879,
1880, Mar. 22	"	O	21	23	3 1/4 lengths	10.40 a.m.	1880,
1881, Apr. 8	"	O	21	51	3 lengths	8.34 a.m.	1881,
1882, Apr. 1	"	O	20	12	7 lengths	1. 2 p.m.	1882,
1883, Mar. 15	"	O	21	18	4 lengths	5.39 p.m.	1883, Clasper

1 The latest race rowed (from Westminster to Putney) at 6.10 p.m. (The Henley race in 1889 was rowed as late as 7.56 p.m.)

2 The slowest race rowed between Putney and Mortlake.

3 The earliest race, rowed at 7.48 a.m.

4 The fastest race rowed between Putney and Mortlake.

**TABLE OF RACES IN WHICH THE UNIVERSITY CREWS
HAVE COMPETED WITH OTHER CREWS.**

Date.	Course.	Starters.	Winner.	Time.	Won by
1837	Westminster to Putney	C.U.B.C. ; Leander . . .	C.U.B.C. . .	30.12	7 secs.
1838	Westminster to Putney	C.U.B.C. ; Leander . . .	Void . . .	...	Foul
1842	Henley, Grand Challenge	C.U.B.C. ; King's College, London ; Ox. Aquatics ; Etonian Club ; C.S.R.	C.S.R. . .	8.30	2 or 3 feet
1843	Grand Challenge	O.U.B.C. ; Trin. Coll., Cam. ; Ox. Aquatics ; Etonian Club ; C.S.R.	O.U.B.C. . .	9 min.	1 length
"	Thames Regatta	O.U.B.C. ; C.S.R. ; Leander	O.U.B.C. . .	Fouls all the way	1½ length
1844	Thames Regatta	O.U.B.C. ; C.U.B.C. ; Leander	O.U.B.C. . .	...	4 lengths
"	Henley, Steward's Chall.	O.U.B.C. ; Ox. Aquatics ; St. George's (holders)	O.U.B.C. . .	9.16	1½ length
1845	Steward's Chall.	O.U.B.C. ; St. George's ; Windsor and Eton Club	O.U.B.C. . .	...	2 or 3 feet
"	Thames Regatta	O.U.B.C. ; C.S.R. ; St. George's ; Neptune	C.S.R. . .	...	...
"	Thames Regatta (4 oars)	O.U.B.C. ; St. George's . .	O.U.B.C. . .	...	1½ length
1846	Henley, Stewards' Chall.	O.U.B.C. ; Guy's Club, London ; Dreadnought, Henley	O.U.B.C. . .	...	Easily
"	¹ Thames Regatta (fours)	O.U.B.C. ; 1st Trin. Cam. .	1st Trin. Cam.	...	...
1848	Henley, Grand Challenge	O.U.B.C. ; Thames . . .	O.U.B.C. . .	9.11	Easily; by 20 secs.
1850	Grand Challenge Stewards' Chall.	O.U.B.C. } O.U.B.C. } O.U.B.C. }	Walked over.	...	...
1851	Thames (4 oars) Stewards' Chall.	C.U.B.C. ; Ch. Ch., Ox. ; Brasenose, Ox. Balliol	C.U.B.C. . .	8.54	4 lengths
1852	Henley, Stewards' Chall.	O.U.B.C. ; Argonauts Thames	O.U.B.C. . .	...	3 "
1853	Stewards' Chall.	O.U.B.C. ; Argonauts ; Trin. Coll., Cam.	O.U.B.C. . .	8.57	4 "
1857	Henley, Grand Challenge	O.U.B.C. ; L.R.C. . . .	L.R.C. . .	7.55	1½ "
1858	Grand Challenge	C.U.B.C. ; Leander ; L.R.C.	C.U.B.C. . .	7.26	½ length
1859	² Grand Challenge	O.U.B.C. ; C.U.B.C. ; L.R.C.	L.R.C. . .	7.45	...
1869	Putney to Mortlake	O.U.B.C. ; Harvard University	O.U.B.C. . .	22.17	3 lengths

¹ The last appearance of a University crew in a race below Putney.

² The last appearance of a University crew at Henley.

EPITOMISED STATEMENT OF RACES.

In the fifty-four years, dating from and including the first race in 1829 to and including 1883, forty-five races have been rowed between the two Universities alone. Of these—

	Putney.	Henley.	Total.
Oxford have won . . .	21	4	25
Cambridge „ . . .	17	2	19
Dead heat in 1877 . . .	1	...	1
Total . . .	39	6	45

In addition to the races above mentioned, University crews have competed in the following events against other crews:—

	Grand Challenge.	Thames.	Leander.	Won.	Lost.	Void.	Total.
8 oars Oxford .	5	3	...	6	2	...	8
8 oars Cambridge ¹	3	1	2	2	3	1	6

	Stewards.	Thames.	Harvard.	Won.	Lost.	Total.
4 oars Oxford .	6	2	1	8	1	9
4 oars Cambridge	1	...	...	1	...	1

SUMMARY.

	Races.	Won.	Lost.	Dead Heat.	Void.	Total.
Oxford have rowed .	62	39	22	1	...	62
Cambridge have rowed	52	22	28	1	1	52

¹ One race between Cambridge and Leander in 1838 was given void, owing to fouling.

TABLE SHOWING THE NUMBER OF MEN SUPPLIED
TO THE UNIVERSITY CREWS BY VARIOUS
SCHOOLS from 1829 to 1883.

OXFORD.	No	CAMBRIDGE.	No.
Blackheath	1	Bath	1
Bruton	1	Bedford	2
Charterhouse	4	Brighton	1
Cheltenham	1	Canterbury	1
Clifton	1	Charterhouse	3
Cowbridge	1	Cheltenham	3
Crewkerne	1	Clapham Grammar School	3
Doncaster	1	Dedham	1
Durham	8	Durham	8
Edinburgh University	3	Edinburgh Academy	1
Eton	88	Edinburgh University	2
Finchley	1	Eton	47
Haileybury	1	Giggleswick	1
Harrow	9	Haileybury	4
Hereford Cathedral School	1	Harrow	10
Highgate (Cholmondeley)	1	Highgate	2
Hobart High School, Tasmania	1	Ipswich	1
King's College, London	2	Isle of Man, King William's }	1
King's School, Canterbury	1	College	1
Lancing	1	King's College, London	1
Liverpool	2	Lancaster	1
Loretto	1	Leeds	1
Louth	2	Leicester Collegiate School	1
Macclesfield	1	Liverpool College	1
Magdalen School, Oxford	4	Llandoverly	1
Maidstone	1	Manchester Grammar School	2
Malvern College	1	Marlborough	7
Marlborough	4	Mill Hill	1
Marlborough Free Grammar }	1	Norwich	2
School	1	Oakham	1
Merchant Taylors'	5	Plymouth Mannamoad School	1
Norwich	1	Radley	4
Ottery St. Mary	1	Repton	5
Radley	10	Ripon	1
Reading	1	Rossall	4
Repton	1	Rottingdean	1
Rugby	12	Rugby	19
St. Paul's	1	St. Paul's	2
St. Peter's, York	1	St. Peter's, York	3
Sherborne	3	Sedbergh	2
Shrewsbury	2	Sherborne	1
Somersetshire College, Bath	2	Shrewsbury	11
Tonbridge	3	Sunderland, Grange School	1
University College School, Lon- }	1	Tonbridge	2
don	1	Trinity, Dublin	1
Uppingham	1	Twickenham	1
Westminster	14	Uppingham	1
Winchester	12	Wellington College	3
		Westminster	11
		Wilton	1
		Wimbledon	1
		Winchester	7

Eton, as might be expected, heads the list with 135 contributions; Rugby comes next with 31; Westminster, 25; Winchester, 19; Harrow, 18.

TABLE SHOWING THE NUMBER OF MEN SUPPLIED
TO THE UNIVERSITY CREWS BY VARIOUS COL-
LEGES from 1829 to 1883.

OXFORD.		CAMBRIDGE.	
Colleges or Boat Club.	No.	Colleges or Boat Club.	No.
Balliol	26	Cavendish	1
Brasenose	31	Christ's	6
Christ Church	40	Clare	2
Corpus Christi	7	Corpus Christi	7
Exeter	20	Downing	1
Hertford	7	Emmanuel	6
Jesus	2	Gonville and Caius	18
Keble	2	Jesus	26
Lincoln	4	King's	1
Magdalen	9	Lady Margaret	37
Merton	11	Magdalene	10
New College	6	Pembroke	4
Oriel	8	Peterhouse	1
Pembroke	14	Queen's	2
Queen's	2	Sidney Sussex	3
St. John's	14	Trinity Hall	19
Trinity	10	1st Trinity	73
University	23	2d Trinity	12
Wadham	8	3d Trinity	30
Worcester	9		

LIST OF PRESIDENTS—1839 to 1883.

OXFORD.			CAMBRIDGE.		
Date.	Name.	College.	Date.	Name.	College.
1839	C. Bewicke . . .	Univ.	1840	C. M. Vials . . .	3d Trin.
1839	S. E. Maberly . .	Ch. Ch.	1842	J. M. Ridley . . .	Jesus
1840	J. J. T. Somers- Cocks	Brasenose	1842	R. H. Cobbold . .	Peter's
1840	F. N. Menzies . .	Univ.	1843	J. Beresford ¹ . .	Peter's
1842	G. E. Hughes . .	Oriel	1844	T. W. Brookes . .	1st Trin.
1844	R. Lowndes . . .	Ch. Ch.	1845	J. W. Richardson	1st Trin.
1844	F. E. Tuke . . .	Brasenose	1845	C. G. Hill . . .	2d Trin.
1845	F. M. Wilson . . .	Ch. Ch.	1846	W. Harkness . . .	L. Marg.
1846	W. H. Milman . .	Ch. Ch.	1847	W. Maule . . .	1st Trin.
1846	F. C. Royds . . .	Brasenose	1848	A. B. Dickson ¹ .	3d Trin.
1847	E. C. Burton . . .	Ch. Ch.	1849	W. L. G. Bag- shawe	3d Trin.
1848	G. R. Winter . . .	Brasenose	1849	J. C. Holden . . .	3d Trin.
1849	W. G. Rich . . .	Ch. Ch.	1851	H. Brandt . . .	1st Trin.
1851	J. W. Chitty . . .	Balliol	1852	F. W. Johnson . .	3d Trin.
1852	R. Greenall . . .	Brasenose	1853	E. Hawley . . .	Sidney
1852	W. O. Meade-King	Pembroke	1853	T. S. Egan . . .	Caius
1855	T. H. Marshall . .	Exeter	1854	S. V. Stephenson .	Caius
1855	W. Pinckney . . .	Exeter	1855	H. F. Johnson . .	3d Trin.
1856	A. P. Lonsdale . .	Balliol	1855	H. W. Schreiber .	Trin. H.
1857	J. T. Thorley . . .	Wadham	1856	H. R. Mansel Jones	3d Trin.
1858	E. Warre . . .	Balliol	1856	P. Pearson . . .	L. Marg.
1858	J. Arkell . . .	Pembroke	1857	R. Lewis-Lloyd . .	3d Trin.
1859	G. Morrison . . .	Balliol	1859	J. Hall . . .	Magd.
1862	W. M. Hoare . . .	Exeter	1861	M. Coventry . . .	Trin. H.
1863	C. R. Carr . . .	Wadham	1861	J. Hall . . .	Magd.
1865	A. Morrison . . .	Balliol	1862	G. H. Richards . .	1st Trin.
1865	M. Brown . . .	Trinity	1863	W. C. Smyly . . .	1st Trin.
1866	F. Willan . . .	Exeter	1864	J. C. Hawshaw . .	3d Trin.
1868	J. C. Tinné . . .	Univ.	1865	J. G. Chambers . .	3d Trin.
1869	W. D. Benson . .	Balliol	1866	R. A. Kinglake . .	3d Trin.
1871	R. Lesley . . .	Pembroke	1867	W. R. Griffiths . .	3d Trin.
1873	A. W. Nicholson .	Magd.	1868	J. Still . . .	Caius
1874	H. J. Stayner . . .	St. John's	1869	W. H. Anderson .	1st Trin.
1876	T. C. Edwards- Moss	Brasenose	1870	J. H. D. Goldie . .	L. Marg.
1878	W. H. Grenfell . .	Balliol	1873	C. S. Read . . .	1st Trin.
1879	G. D. Rowe . . .	Univ.	1874	James B. Close . .	1st Trin.
1880	R. S. Kindersley .	Exeter	1875	H. E. Rhodes . . .	Jesus
1881	A. R. Paterson . .	Trinity	1876	W. B. Close . . .	1st Trin.
1882	A. R. Paterson . .	Trinity	1876	P. W. Branker . .	Jesus
1883	A. R. Paterson . .	Trinity	1877	T. W. Lewis . . .	Caius
			1878	C. Gurdon . . .	Jesus
			1879	E. H. Prest . . .	Jesus
			1880	J. A. Watson Taylor	Magd.
			1881	J. A. Watson Taylor	Magd.
			1882	E. Lambert . . .	Pembroke
			1883	C. W. Moore . . .	Christ's

¹ The only instances of Presidents of either Boat Club who were not members of a University Crew.

LIST OF STROKES—1829 to 1883.

* Denotes stroke of a winning crew.

OXFORD.			CAMBRIDGE.		
Date.	Name.	College.	Date.	Name.	College.
1829(H.)	*T. Staniforth .	Ch. Ch.	1829(H.)	W. Snow (now Strahan)	L. Marg.
1836	F. L. Moysey .	" "	1836	*A. K. B. Granville	Corpus
1839	C. Bewicke .	Univ.	1837 (L.)	*A. K. B. Granville	"
1840	J. J. T. Somers-Cocks	Brasenose	1838 (L.)	*E. Stanley .	Jesus
1841	J. J. T. Somers-Cocks	"	1839	*E. Stanley .	"
1842	*F. N. Menzies .	Univ.	1840	*C. M. Vials .	3d Trin.
1843(H.)	*G. E. Hughes .	Oriel	1841	*C. M. Vials .	"
1843(T.)	*G. E. Hughes .	"	1842	*J. M. Ridley .	Jesus
1844(H.)	*F. E. Tuke (4) .	Brasenose	1842(H.)	*J. M. Ridley .	"
1844(T.)	*F. E. Tuke .	"	1844(T.)	F. M. Arnold .	Caius
1845	F. E. Tuke .	"	1845	*C. G. Hill .	2d Trin.
1845(H.)	*F. M. Wilson (4)	Ch. Ch.	1845(H.)	*C. G. Hill .	"
1845(T.)	*F. M. Wilson (4)	" "	1846	*C. G. Hill .	"
1846	W. H. Milman .	" "	1847(H.)	F. C. Jackson .	L. Marg.
1846(H.)	*W. H. Milman(4)	" "	1849	*J. C. Wray .	2d Trin.
1846(T.)	W. H. Milman(4)	" "	1849	*J. C. Wray .	"
1847(H.)	*E. C. Burton .	" "	1851(H.)	F. W. Johnson .	3d Trin.
1848(H.)	*E. C. Burton .	" "	1852	F. W. Johnson .	"
1849	W. G. Rich .	" "	1853(H.)	E. Macnaghten .	1st Trin.
1849	*W. G. Rich .	" "	1854	J. Wright .	L. Marg.
1850(H.)	**J. W. Chitty (8 & 4)	Balliol	1855(H.)	*H. R. M. Jones	3d Trin.
1850(T.)	*J. W. Chitty (4) .	"	1856	*H. R. M. Jones .	"
1851(H.)	*J. W. Chitty .	"	1857	H. Snow (now Kynaston) .	L. Marg.
1852	*J. W. Chitty .	"	1858	*J. Hall .	Magd.
1852(H.)	*R. Greenall .	Brasenose	1859	J. Hall .	"
1852(H.)	*W. O. Meade-King (4)	Pemb.	1859(H.)	J. Hall .	"
1853(H.)	*W. O. Meade-King	"	1860	*J. Hall .	"
			1861	J. Hall .	"
			1862	G. H. Richards .	1st Trin.
			1863	J. Stanning .	"

LIST OF STROKES—1829 to 1883 (continued).

* Denotes stroke of a winning crew.

OXFORD.			CAMBRIDGE.		
Date.	Name.	College.	Date.	Name.	College.
1853(H.)	*J. W. Chitty (4)	Balliol .	1864	J. R. Selwyn . .	3d Trin.
1854	*W. O. Meade- King	Pemb.	1865	C. B. Lawes . .	"
1855(H.)	A. Hooke . .	Worc.	1866	W. R. Griffiths .	"
1856	J. T. Thorley .	Wadham	1867	W. R. Griffiths .	"
1857	*J. T. Thorley .	"	1868	W. J. Pinckney .	1st Trin.
1857(H.)	J. Arkell . . .	Pemb.	1869	J. H. D. Goldie .	L. Marg.
1858	J. T. Thorley .	Wadham	1870	*J. H. D. Goldie .	"
1858(H.)	J. Arkell . . .	Pemb.	1871	*J. H. D. Goldie .	"
1859	*J. Arkell . . .	"	1872	*J. H. D. Goldie .	"
1859(H.)	R. W. Risley .	Exeter	1873	*H. E. Rhodes .	Jesus
1860	R. W. Risley .	"	1874	*H. E. Rhodes .	"
1861	*W. M. Hoare .	"	1875	H. E. Rhodes .	"
1862	*W. M. Hoare .	"	1876	*C. D. Shafto . .	"
1863	*W. M. Hoare .	"	1877	C. D. Shafto . .	"
1864	*D. Pocklington .	Brasenose	(D.H.)		
1865	*M. M. Brown .	Trinity	1878	E. H. Prest . .	"
1866	*M. M. Brown .	"	1879	*R. D. Davis . .	1st Trin.
1867	*R. G. Marsden .	Merton	1880	W. W. Baillie .	Jesus
1868	*S. D. Darbishire	Balliol	1881	S. Smith . . .	1st Trin.
1869 (and Harvard)	*S. D. Darbishire	"	1882	S. Smith . . .	"
1870	*S. D. Darbishire	"	1883	F. C. Meyrick .	Trin. H.
1871	R. Lesley . . .	Pemb.			
1872	T. H.A. Houblon	Ch. Ch.			
1873	F. T. Dowding .	St. John's			
1874	J. P. Way . . .	Brasenose			
1875	*J. P. Way . . .	"			
1876	T. C. Edwards- Moss	"			
1877	H. P. Marriott .	"			
(D.H.)					
1878	*H. P. Marriott .	"			
1879	H. P. Marriott .	"			
1880	*L. R. West . .	Ch. Ch.			
1881	*A. H. Higgins .	Magd.			
1882	*A. H. Higgins .	"			
1883	*L. R. West . .	Ch. Ch.			

LIST OF COXSWAINS—1829 to 1883.

* Denotes coxswain of a winning crew.

OXFORD.			CAMBRIDGE.		
Date.	Name.	College.	Date.	Name.	College.
1829(H.)	*W. R. Fremantle	Ch. Ch.	1829(H.)	B. R. Heath . .	1st Trin.
1836	E. W. L. Davis	Jesus	1836	*T. S. Egan . .	Caius
1839	W. Fooks-Wood- forde	Exeter	1837	Waterman . .	...
1840	W. B. Garnett .	Brasenose	1838(L.)	Waterman . .	...
1841	C. B. Wollaston	Exeter	1839(L.)	*T. S. Egan . .	Caius
1842	*A. T. W. Shadwell	Balliol	1840	*T. S. Egan . .	"
1843(H.)	*A. T. W. Shadwell	"	1841	*J. M. Croker . .	"
1843(T.)	*A. T. W. Shadwell	"	1842	A. B. Pollock .	1st Trin.
1844(H.)	*A. T. W. Shadwell (8)	"	1842(H.)	*T. S. Egan (2 first heats of G.C.)	Caius
1844(H.)	*G. B. Lewis (4) .	Oriel	1842(H.)	J. C. Pollock (final heat of G.C.)	3d Trin.
1844(T.)	*A. T. W. Shadwell	Balliol	1843(T.)	T. S. Egan . .	Caius
1845(H.)	F. J. Richards .	Merton	1844(T.)	T. S. Egan . .	"
1845(H.)	A. T. W. Shadwell	Balliol	1845	*H. Munster . .	1st Trin.
1845(H.)	*G. B. Lewis (4) .	Oriel	1845(H.)	*H. Munster . .	"
1845(T.)	*F. J. Richards (4)	Merton.	1846	*T. B. Lloyd . .	L. Marg.
1845(T.)	F. J. Richards (8)	"	1847(H.)	G. F. Murdoch .	"
1846	C. J. Soanes . .	St. John's	1849	*G. Booth . .	1st Trin.
1846(H.)	*M. Haggard (4) .	Ch. Ch.	1849, 2d	G. Booth . .	"
1846(T.)	M. Haggard (4) .	" "	race		
1847(H.)	*C. J. Soanes . .	St. John's	1851(H.)	C. H. Crosse . .	Caius
1848(H.)	*C. J. Soanes . .	"	1852	C. H. Crosse . .	"
1849	C. J. Soanes . .	"	1853(H.)	E. Freshfield .	1st Trin.
1849, 2d	*R. W. Cotton .	Ch. Ch.	1854	C. T. Smith . .	Caius
race			1855(H.)	*W. Wingfield .	1st Trin.
1850(H.)	*R. W. Cotton .	" "	1856	*W. Wingfield .	"
1850(H.)	*W. G. Rich (4) .	" "	1857	R. Wharton . .	Magd.
1850(T.)	*W. G. Rich (4) .	" "	1858	*R. Wharton . .	"
1851(H.)	*E. C. Burton .	" "	1859(H.)	*J. T. Morland .	1st Trin.
1852	*R. W. Cotton .	" "	1859	J. T. Morland .	"
1852(H.)	*F. St. John Balguy (4)	Brasenose	1860	*J. T. Morland .	"
1853(H.)	*T. H. Marshall (8)	Exeter	1861	T. K. Gaskell .	3d Trin.
1853(H.)	*G. Petch (4) . .	Lincoln	1862	F. H. Archer .	Corpus
1854	*T. H. Marshall .	Exeter	1863	F. H. Archer .	"
1855(H.)	T. H. Marshall .	"	1864	F. H. Archer .	"
1856	F. W. Elers . .	Trinity	1865	F. H. Archer .	"
1857	*F. W. Elers . .	"	1866	A. Forbes . .	L. Marg.
1857(H.)	F. W. Elers . .	"	1867	A. Forbes . .	"
			1868	T. D. Warner .	Trin. Hall

LIST OF COXSWAINS—1829 to 1883 (*continued*).

* Denotes coxswain of a winning crew.

OXFORD.			CAMBRIDGE.		
Date.	Name.	College.	Date.	Name.	College.
1858	H. S. Walpole .	Balliol	1869	H. E. Gordon .	1st Trin.
1858(H.)	F. W. Elers . .	Trinity	1870	*H. E. Gordon .	"
1859	*A. J. Roberts .	Ch. Ch.	1871	*H. E. Gordon .	"
1859(H.)	A. J. Roberts .	" "	1872	*C. H. Roberts .	Jesus
1860	A. J. Roberts .	" "	1873	*C. H. Candy .	Caius
1861	*S. O. B. Ridsdale	Wadham	1874	*C. H. Candy .	"
1862	*F. E. Hopwood .	Ch. Ch.	1875	G. L. Davis . .	Clare
1863	*F. E. Hopwood .	" "	1876	*G. L. Davis . .	"
1864	*C. R. W. Totten- ham	" "	1877	*G. L. Davis . .	"
1865	*C. R. W. Totten- ham	" "	(D. H.)		
1866	*C. R. W. Totten- ham	" "	1878	G. L. Davis . .	"
1867	*C. R. W. Totten- ham	" "	1879	*G. L. Davis . .	"
1868	*C. R. W. Totten- ham	" "	1880	B. S. Clarke . .	L. Marg.
1869	*D. A. Neilson .	St. John's	1881	H. Woodhouse .	Trin. Hall
1869 (Harvard)	F. H. Hall . .	Corpus	1882	P. L. Hunt . .	Cavendish
1870	F. H. Hall . .	"	1883	P. L. Hunt . .	"
1871	F. H. Hall . .	"			
1872	F. H. Hall . .	"			
1873	G. E. Frewer .	St. John's			
1874	W. F. A. Lambert	Wadham			
1875	*E. O. Hopwood .	Ch. Ch.			
1876	W. D. Craven .	Worc.			
1877 (D. H.)	F. M. Beaumont	New			
1878	*F. M. Beaumont	"			
1879	F. M. Beaumont	"			
1880	*C. W. Hunt . .	Corpus			
1881	*E. H. Lyon . .	Hertford			
1882	*E. H. Lyon . .	"			
1883	*E. H. Lyon . .	"			

N.B.—In the matches rowed in 1837 and 1838 by Cambridge against Leander, professional coxswains steered. Marshall and Egan were the only coxswains who were also Presidents (Marshall in 1855, Egan in 1853), unless we include E. C. Burton, who, amongst his multifarious aquatic achievements, steered Chitty's crew at Henley in 1851, when by dint of taking his boots off he got his weight down to eleven stone, and W. G. Rich, who steered the Oxford University Boat Club four at Henley and Thames Regatta in 1850.

LIST OF DOUBLE BLUES.

OXFORD.

Name.	College.	Year of Race.	Year of Match.	Remarks.
Wordsworth, Chas.	Ch. Ch. .	'29 H. .	'27-'30	Played in the Harrow Eleven four years, '22 to '25, Captain the two last years. In the University Eleven four years, '26 to '29, lost four matches (three against Eton in '23, '24, '25, and one, the first played, against Winchester, in '25), and won three (one, the first played against Eton in '22, and two against Cambridge '27 and '29); rowed in the first race, and played in the second match against Cambridge in the same week.
Hughes, George E.	Oriel . .	'42 ('43 H.)	'43 . .	In '70 won the All England Golf Champions' Medal.
Aitken, James .	Exeter .	'49 ('50, '51 H.)	'48, '49, '50	Captain in 1850.
Chitty, J. W. .	Balliol .	'49, 2d race, '52 ('50, '51, '53 H.), ('50 T.)	'48, '49	Kept wicket for the Eton Eleven, '44, '45, '46, '47; Captain in '47; won 7 out of 8 Public School matches at Lord's—the 8th was a tie. Kept wicket for Oxford, '48, '49; Captain in '49.
Bennett, George	New . .	'56 . .	'56 . .	Captain of the Winchester Eleven in '51, when they beat Eton and Harrow at Lord's.
Lane, C. G. . .	Ch. Ch. .	'58, '59 ('59 H.)	'56, '57, '58, '59, '60	Captain in '60; also played five years, '49 to '53, in the Westminster Eleven. Captain in '53. Played five years for Gentlemen v. Players at Lord's.
Carter, E. S. . .	Worcester	'67, '68	'66, '67	...

LIST OF DOUBLE BLUES (continued).

CAMBRIDGE.

Name.	College.	Year of Race.	Year of Match.	Remarks.
Thompson, W. T.	Jesus . .	('29 H.)	'29 . .	...
Massey, W. . .	1st Trin. .	'40 . .	'37, '38, '39 .	Played in the Harrow Eleven in '35 and '36.
Clissold, S. T. .	3d Trin. .	'46 . .	'44, '46	...
Norris, W. A. .	3d Trin. .	'52 . .	'51 . .	Played in the Eton Eleven '48 and '49.
M'Cormick, Joseph	Lady Marg.	'56 . .	'54, '56	Captain in '56. Won both matches. Played for Gentlemen v. Players. Scored 137 and 27 in North v. South at Canterbury. Played for M.C.C.
Wingfield, W. .	1st Trin. .	'56 ('55 H.)	'55, '56, '57	...
Dale, J. W. . .	Lady Marg.	'69, '70	'68, '69, '70	Played four times for Gentlemen v. Players. Won all his University matches.

HONOURS TAKEN BY OLD BLUES.

"I would have the disposition of his limbs formed at the same time with his mind! 'Tis not a soul, 'tis not a body we are training up, but a man, and we ought not to divide him."—MONTAIGNE.

OLD Blues may point with just pride to the Honours column in the preceding lists in refutation of the superstitious belief which possibly still lingers in the dark corners of prejudiced minds that rowing men are apt to develop muscular at the expense of mental fibre. In the Oxford List, out of 228 Old Blues, 93 have taken Honours, as shown in the Honour column; in the Cambridge List, 84 out of 237; giving in the case of Oxford an average of 40.78 per cent., and in that of Cambridge 35.44 per cent. In each case coxswains are excluded.

Dr. Morgan, who, in his book 'University Oars,'¹ treats very fully of this important detail of the ethics of University rowing, limiting his 'Old Blues' to Putney oarsmen, and his Honours in the case of Oxford to 1st and 2d Class in the 'Great' Schools, and in the case of Cambridge to 1st and 2d Class 'Wranglers' and 'Senior Optimes,' and in each case excluding coxswains, finds an average of Honour men amongst Oxford oarsmen of 13 per cent., and at Cambridge of 25 per cent. Mr. Clarke (2 in the Oxford crew of 1859) in a pamphlet on the 'Intellectual Influence of Athleticism,' quoted by Dr. Morgan, states the average of 1st Class men amongst University men generally to be 30 per cent., amongst cricketers 42 per cent., amongst 'rowing men' (he appears to include under this head all who have rowed in their College eight) 45 per cent. Dr. Morgan has gone into the question so thoroughly that those interested in the subject

¹ 'University Oars,' by John Edward Morgan. Macmillan, 1873.

cannot do better than read his book, which in all statistical details has the rare merit of accuracy.

The quality of the honours taken is no less remarkable than the quantity; it is a significant fact that in many instances the men who have taken the highest honours are those who have most distinguished themselves on the river. On the other hand, for the comfort of those who do not appear in the Honours column, it may be noticed that several who in the after race of life have distinguished themselves as 'strokes' amongst their fellows took no honours in the Schools, their non-appearance in the Lists being obviously not attributable to lack of intellectual vigour and ability. That in after life Old Blues have proved themselves not only good all-round men, but capable of attaining the highest distinctions in the most diverse walks of life, is evidenced by the fact that a body of less than 500 men, selected for their physical powers, should have produced a Prime Minister of France and a President of the Royal Society of Great Britain. For obvious reasons we omit further mention of living men. The time has not yet come—may it be far distant—to write their panegyric. Of those who have ceased from their labours on the waters of life, it would be superfluous to add an epithet to the name 'Selwyn,' and presumptuous to attempt an eulogy of 'Spottiswoode.' It is not for us

'Sermones referre Deorum, et
Magna modis tenuare parvis.'

Enough here to say that in the midst and in spite of his great and pressing engagements, he, at much personal inconvenience, made time to come and shake hands with his old shipmates once more, and as it proved for the last time, at the Commemoration Dinner in 1881, and that, as evidence of the abiding interest which he took in his fellow 'old Blues' and their doings, the following significant line appears on the title-page of the original edition of this Record, '*Printed by William Spottiswoode, O.U.B.C., P.R.S.*' Of his brilliant achievements in the cause of truth and science, let us say briefly that he who had earned his 'blue' just forty years before by winning two races in one year for his Uni-

versity, was last year laid to rest amongst England's heroes in Westminster Abbey.

Carlyle's noble words on Goethe seem singularly applicable as an 'old Blue' epitaph on 'Selwyn' and 'Spottiswoode' alike :—
 'The man whom we love lies there : but glorious, worthy ; and his spirit lives with us in authentic life. Could each here do his little task, even as the Departed did his great one ; in the manner of a true man, not for a Day, but for Eternity ! To live, as he lived, not commodiously in the Reputable, the Plausible, the Half, but resolutely in the Whole, the Good, the True—

' Im Ganzen, Guten, Wahren resolut zu leben ! '

These Heroes are for us ideals rather than types ; but of four men selected as types of average Old Blues, who each in their course have, unheralded by the trumpet of fame, and with varying degrees and modes of achievement, rowed their stroke through, and simply done their duty to the end, the following short notices may not be out of place.

GEORGE HUGHES, stroke of the seven-oar, a Double Blue, 2d Class Classics in 1844, champion golf-player, a fearless rider, excellent shot, no mean performer on the violoncello, a thorough all-round man, may perhaps be taken as a model of an English country gentleman. One who knew him well, and had rowed behind him in the University boat, writes, shortly after his death (in 1872) :—' I admire him as the finest specimen of the high-minded, earnest, true-hearted English gentleman it has been my lot to meet with.'

His brother, Mr. Tom Hughes, in the preface to his 'Memoirs of a Brother,' writes :—

'The subject of this memoir was only a good specimen of thousands of Englishmen of high culture, high courage, high principle, who are living their own quiet lives in every corner of the kingdom, from John o' Groat's to the Land's End, bringing up their families in the love of God and their neighbour, and keeping the atmosphere around them clean, and pure, and strong, by their example,—men who would come to the front, and might be relied on, in any serious national crisis.'

An old Blue coxswain writes :—

‘George Hughes was a very beautiful as well as powerful oar, and the quietest-tempered man I can remember. I steered him through months of practice for the College races, and never had a cross or hasty word from him. This is a good deal to say, especially as once I ran our *new* boat on to the tow-path below Kennington Island.’

H. S. POLEHAMPTON, bow in the Oxford boat of 1846, Fowell of Pembroke, and Chaplain at Lucknow during the Indian Mutiny, where he died in 1857.

The following passage is from ‘Extracts from the Published Memoir of the Rev. H. S. Polehampton :’—

‘Henry Stedman Polehampton was always of a peculiarly fearless honest nature, much liked by his companions, and attached to those manly sports of swimming, boating, and cricketing, for which Eton is famed ; he became a stout swimmer, a good “oar,” and before he left Eton was the first choice out of the “Eleven ;” in which, on one occasion, he played in the Public School Matches at Lord’s. When at Oxford in 1845, at considerable risk, he saved a man from drowning, and received in consequence the silver medal of the Royal Humane Society (*ob civem servatum*). The uniform success of his College boat during his captaincy proved at once his energy and his influence over men. In 1846 he was chosen to row in the University boat in the match with Cambridge ; the latter being the winners of a well-contested race. After he took orders, it is said that “his preaching, as well as his visitation of the sick in the time of the cholera in 1849, will ever be remembered in St. Chad’s.” He afterwards obtained a chaplaincy in India, but in November 1855, before he left this country, he went in for a “scratch” race at Oxford, when his boat came in second, and he won a pint pewter, which he much prized, and took with him to India. He there rowed a good deal, besides being a most devoted pastor of his flock ; but during the summer of 1856 had a most dangerous fever, brought on by his incessant and unwearied care of the men of the 52d Regiment during a severe visitation of cholera. On the 8th July 1857, he was shot through the body at Lucknow, and soon afterwards succumbed to an attack of cholera, which carried him off on the 20th July 1857.’

R. N. TOWNSEND, 5 ih the Oxford boat of 1856, Medical

Officer of Health, Queenstown District, Surgeon-Major Royal Cork City Artillery, died of typhus fever in 1877.¹

Extract from the 'Medical Press and Circular,' March 14, 1877:—

'Doctor Townsend has added one more to the roll of Irish Dispensary Doctors who have died in harness, manfully doing their duty. Fearlessly and noiselessly in the fever-stricken hovel, or in the atmosphere of small-pox, they appear almost to court the grim horror of an untimely end.

'On the announcement of his death, every shop put up a sign of mourning, and all the ships in the harbour had their flags half-mast high. His funeral was attended by upwards of two thousand people of all classes, from Queenstown and the surrounding district, where Doctor Townsend has left a hundred grateful recollections of his humanity to the poor and suffering, upon whom it was his wont to bestow his charity, as well as his skill.

'The hearse was preceded by a guard of honour of the Royal Cork City Artillery; after it came the chief mourners, and the Masonic Brethren, of which order the deceased was a distinguished member. Upon arriving at the graveyard, the coffin was taken from the hearse and borne to its last resting-place by persons moving in the same rank of life as the deceased, and who also subsequently lowered it to the grave.

'The Queenstown Town Commissioners, on passing a vote of condolence to Mrs. Townsend, stated that "no one knew what he did in charity, and that they considered him as great a hero as any that ever fell on the field of battle."

W. B. R. JACOBSON rowed in the Oxford boat in 1862, 1863, and 1864, was 3d Class Classics in 1863, and died at his post as a parish clergyman in 1880, at Exmouth.

Extract from a letter in the 'Exmouth Journal':—

To the Editor of the 'Exmouth Journal.'

At Winchester, I have been told, he was regarded by the younger boys as a strong, kind giant, ever ready to protect the weak, or do any good turn. At Oxford he led a blameless life, and was as widely known for his sterling worth and unswerving rectitude of aim, as he was for his great physical strength and power of endurance as

¹ W. J. Havart, 3 in the Cambridge crew of 1858, died in 1866 of typhus fever caught in visiting his parishioners.

an oarsman. From Oxford he went straight to work among the crowded masses of poverty and vice in the East End of London. There he spent his strength for others in obstinate yet noble disregard of self, going badly clothed and badly shod in order to save money for his schools, and refusing meat while so many of his poor were in want and rags. So he lived, winning the love of all the poor, who knew him by his thoughtful acts of kindness and ever-ready help—'deeds, not words,' being his creed—and commanding admiration and respect in the haunts of lawless men by his fearless bearing and obvious singleness of purpose to do them good. One poor woman had a husband subject during the night to violent fits, during the paroxysms of which main force was required to hold him down. On Saturdays and Sundays she could get help from her husband's mates. On all other nights Mr. Jacobson would go down and wait to do the work. Such acts of kindness served as a passport where few could safely go. It was a touching recognition of this service that the widow, after the lapse of some years, on hearing of her benefactor's illness, should desire to devote a large part of a sum of money, unexpectedly gained, as an offering to him. She was told of his death, and at once purchased and sent down a costly bouquet to be laid upon his grave. In the matter of rest from work, he was as unsparing to himself as in food and clothing, only getting any by the interference of his friends, or when his old stroke-oar would come down from his country parish and take *his* holiday in a change of work and experience among the slums of London. It is not to be wondered at that cold caught and neglected told tales upon such strength as that of Mr. Jacobson, reduced as he was by insufficient food, and the strain of a ceaseless struggle against misery and sin. To the last he was full of thought for others, as a little incident will show. When hardly able to speak, he managed to give an order upon the grocer. The doctor was consulted, and the treat allowed. When brought and offered to him, he pushed it aside with a gesture of impatience, as if he *could* have ordered anything for himself. It was for the children, of course, that he required the parcel. The writer desires not to bewail his dear friend, who has gone to his reward, or to write a panegyric in his honour, but only to give some record of his noble life, as an incentive to others. But enough, perhaps, has been said to indicate the character of the man who, in the words of a line of Virgil, which he chose himself for his epitaph, has 'left his plough deep fixed in the middle of his work.'

The above may be taken as fair specimens of the way in which the rank and file of Old Blues fight out the battle of life. Their example emphasises the truth of the words spoken at the Jubilee

Dinner of 1881 by two of those who, '*primi inter pares*,' stand out as leaders of their fellows.

The Chairman said :—

'I feel when I have rowed with a man, I know him from head to foot. . . . If I had to lead a forlorn hope, I should like best to have with me some of my old shipmates, some of the steady and trusty men who never failed in the supreme struggle of a University Race.'

Lord Justice Brett said :—

'Our boating career taught us perseverance, energy, and, much more, a manly generosity, which make, as far as my experience goes, everybody succeed in life.'

Let us add the memorable precepts of Selwyn :—

1. '*Incumbite remis.*'
2. 'Be temperate in all things.'

With such precepts and practice to 'steer by,' long may Old Blues entitle themselves to claim for their motto and rule of life :—

αἰὲν ἀριστέειν καὶ ὑπείροχον ἔμμεναι ἄλλων.

**"TOM EGAN" AND "ARTHUR SHADWELL'S"
LOGS.**

It is scarcely necessary to explain, much less to apologise, for the frequent appearance of these honoured names—'*par nobile fratrum*'—in the earlier chapters of this record. Those who think an explanation necessary will find it in the following indices of Egan and Shadwell's unique achievements.

To these two is owing that only sound tradition of training, oarsmanship, and watermanship (this latter an accomplishment of essential importance to coxswain and oarsman alike), which, when faithfully observed, has resulted in making an University Eight, under the management of a Stanley, a Chitty, a Morrison, a Goldie, or an Edwards-Moss, the model of excellence throughout the aquatic world. It is not, however, only on account of their practical and scientific attention to technical detail, or of the multifarious achievements by which they have verified their doctrine, that 'the Pair' deserve a special page in our record, but also for their persistent treatment of 'aquatics' as a fine art, and the healthy detestation with which they have always sought to suppress the manifestation of any pot-hunting commercial or 'Berserker' spirit such as should never tarnish the '*azure*' escutcheon of an University oarsman. A crew trained and rowing on Egan's principles, in a boat designed by Shadwell, with a coxswain possessing the knowledge or experience of either, would be hard to beat! Eulogy, however, is not our object in publishing these logs, but rather that they who row (or steer) may read, mark, and learn, and by mastering the science of their subject, as Egan and Shadwell mastered it, produce similar results, and keep University aquatics up to their normal standard.

One fact which Egan has omitted from his log (the logs were

prepared by the 'Brethren' themselves) must, for the sake of history, and in justice to him, be added, viz., that for fourteen years, from 1854 to 1868, he acted as aquatic editor of 'Bell's Life,' his articles being written in so able a manner and in so fair a spirit that they are to this day consulted as the best authority by Dark and Light Blues alike, while with characteristic unselfishness, in the case of the many races in which he was more or less interested as trainer or coxswain he was wont, as far as possible, to efface his own identity and give the credit of success to others.

THOMAS SELBY EGAN, of *Rottingdean School, Sussex, and Caius College, Cambridge.*

- 1834. Rowed in Caius College eight.
- 1835. Rowed in Caius College eight. Steered 'The Captains' in their race with 'The University.' Captains lost.
- 1836. Steered Caius, Head of the river. Trained and steered C.U.B.C. crew against Oxford. Cambridge won.
- 1839. Trained and steered C.U.B.C. crew against Oxford. Cambridge won.
- 1840. Steered Caius, Head of the river. Trained and steered C.U.B.C. crew against Oxford. Cambridge won.
- 1841. Was umpire for Cambridge in University match. Trained and steered the Cambridge Subscription Rooms crew for Henley Regatta. It won two heats against Oxford crews and the final heat against Leander. Also steered C.S.R. in match against Leander, from Westminster to Putney. Leander won.
- 1842. At Henley, steered C.U.B.C. in two heats against King's College, London, and Oxford London Aquatic Club; and

ARTHUR SHADWELL, of *Eton, St. John's, Cambridge, and Balliol, Oxford.*

- 1835. At Eton rowed second in Double Sculling Sweepstakes with Lord Cawdor.
- 1837. Won Pulling (or Pair-oar) Sweepstakes with J. J. Pocock; second in Punting Sweepstakes with the same. Rowed in the ten-oar. Trained and steered the Eton eight against Westminster at Datchet. Westminster won.
- 1839. Rowed at Cambridge in a Lady Margaret (St. John's) crew.
- 1840. Steered Lady Margaret. Won the Colquhoun Silver Sculls; Westminster to Putney.
- 1841. Steered Lady Margaret. Held the Colquhoun Sculls.
- 1842. Steered Balliol crew at Oxford. Trained and steered O.U.B.C. against Cambridge; Westminster to Putney. Oxford won. Steered Oxford Etonian eight at Henley. Introduced the Cambridge system of starting the boats in College races from line and bung held by coxswain.
- 1843. Steered Balliol crew. Trained and steered O.U.B.C. crew

THOMAS SELBY EGAN.

- in final heat steered C.S.R. against Cambridge University, winning the G.C. Cup.
1843. At Henley steered C.S.R. against Oxford University ('the glorious seven'). Oxford won.
1844. At Thames Regatta steered C.U.B.C. against Oxford University and the Leander. Oxford won, and Cambridge was second. Steered Caius at Henley against Oxford Etonians. Oxford won.
1845. At Thames Regatta steered C.S.R. crew against the Neptune Club, London, and St. George's Hospital (who had beaten O.U.B.C. by a foul) and won the Gold Cup.
1850. Made umpire at Henley Regatta, and held the office till 1862. During that time was presented with a gold medal by the Stewards. Steered Oxford University Crew against Eton College. Oxford won.
1852. Trained O.U.B.C. (Chitty's crew) for the match against Cambridge University. Oxford won. Steered O.U.B.C. in match at Eton against the Etonians. Oxford won. Trained O.U.B.C. four-oar for Henley Regatta. Oxford won.
1853. Elected President of C.U.B.C. Trained C.U.B.C. four-oar for Henley Regatta. Oxford won.
1854. Trained C.U.B.C. against Oxford. Oxford won. Trained 1st Trinity for G.C.C. and Ladies' Plate. They won both. Elected an hon. member of Leander Club.
1855. Steered C.U.B.C. at Eton

ARTHUR SHADWELL.

- for Henley Regatta, beating Oxford Etonians and 1st Trinity; and in final heat beat C.S.R. with seven oars. Also with same crew won Thames G.C.C., beating both Leander and C.S.R. Steered Etonians against O.U.B.C. at Datchet. Eton won. Trained Eton against Westminster, Putney to Mortlake. Eton won.
1844. Introduced Lent Term Races, which facilitated the rowing of University match before Easter. Steered O.U.B.C. at Thames Regatta, beating C.U.B.C. and Leander crews. Also won Henley G.C.C. with Oxford Etonian Club. Wrote "Treatise on Steering."
1845. Trained and steered O.U.B.C. eight at Henley against C.U.B.C. Cambridge won. Trained O.U.B.C. four which won Steward's Cup at Henley and Thames Regatta Cup.
1846. Wrote treatise on Rowing and Training. Procured the passing of a law prohibiting the employment of watermen for College races at Oxford.
1847. Trained Eton against Westminster. Eton won. Steered Etonians at Eton against O.U.B.C. crew. Eton won.
1848. Assisted O.U.B.C. crew in training against Cambridge. Advice rejected, and the crew beaten at Putney.
1849. Trained O.U.B.C. against Cambridge at Christmas. Oxford won. Presented with a gold snuff-box by the crew.
1850. Constructed the four-oar for

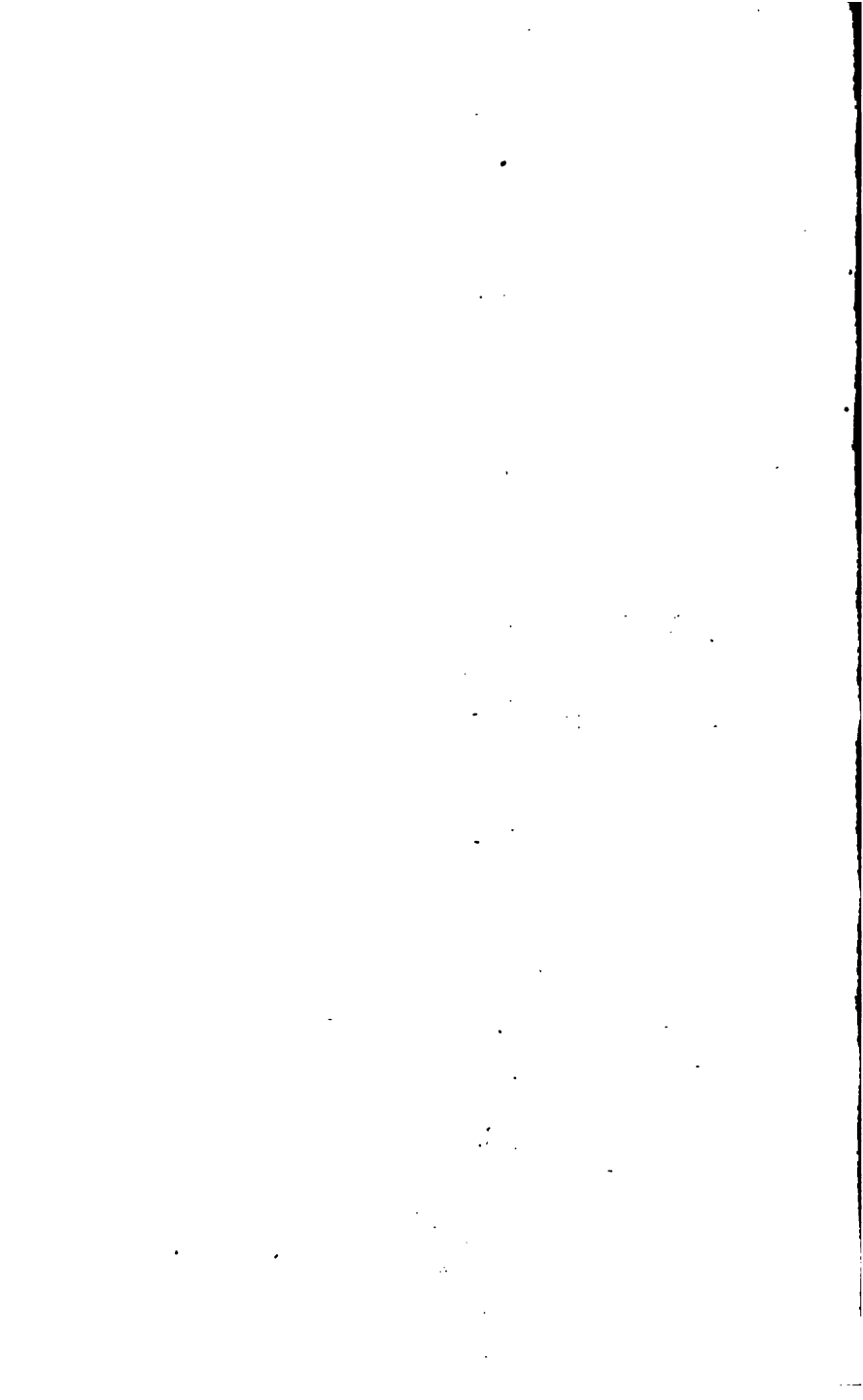
THOMAS SELBY EGAN.

- against Etonians. Cambridge won. Trained C.U.B.C. for Henley Regatta against Oxford. Cambridge won. Was umpire at Thames Nat. Regatta.
1856. Trained both Universities for their match, going alternate weeks to Oxford and to Cambridge. Steered a crew composed of men from both U.B.C.s against the Etonians. Universities won. With Walter Bovill won the Leander pairs, from Westminster to Putney, beating five others.
1857. With Prior rowed second for Leander pairs, beating three others.
1858. Trained C.U.B.C. against Oxford. Cambridge won. Also trained C.U.B.C. for Henley, where they beat London Rowing Club.
1859. Trained C.U.B.C. against Oxford. Cambridge sank in the race. About this time the C.U.B.C. presented a lifeboat to the National Lifeboat Institution, and named it the 'Tom Egan.' The Institution presented Egan with a model of it. Trained 1st Trinity for Ladies' Plate at Henley, which they won.
1860. Trained C.U.B.C. against Oxford. Cambridge won. Trained 1st Trinity for Henley, which won G.C.C., beating London Rowing Club. Presented with a 100-guinea tankard by the oarsmen of the Cam.

ARTHUR SHADWELL.

- O.U.B.C. winners of Stewards' Cup, Henley.
1854. Assisted Meade-King's O.U.B.C. crew against Cambridge in their early training. Oxford won.
1858. Trained O.U.B.C. against Cambridge. Cambridge won. Published Treatise on Rowing, Steering, and Training combined.
1859. Constructed the eight-oar for Cambridge against Oxford, who refused it, and sank in the race. Wrote treatise on Construction of Boats.
1861. Wrote treatise on Swimming, and republished the former works on Rowing. Treatise on Rowing translated into German for Hamburg Club.
- 1862 and onwards, taught crews at Radley, Durham University, St. Peter's, York, and four-oar crew of Romans at Rome, the champions of Italy.

MISCELLANEOUS NOTES
AND
NOTES ON THE BUILDING OF
RACING BOATS.



MISCELLANEOUS NOTES.

COLOURS.

THE details and origin of the Colours worn at the first race in 1829 are best described in the following letters written by the Bishop of St. Andrews (4 in the Oxford boat) and the Dean of Ely (4 in the Cambridge boat):

‘BISHOPSHALL, ST. ANDREWS, *April 11, 1881.*

‘Tho’ I can’t send you an oar, I send you (by post) the jersey in which I rowed, and which, perhaps, may do to ornament the back of your Chairman’s seat. As my letter to Merivale informed you, I was mainly responsible (with Garnier, son of the old Dean of Winchester, and himself sometime Dean of Lincoln) for our “vestments.” It was not easy to hit upon anything new; as we had then on the river some ten or a dozen College boats, with different uniforms; so we modelled our choice upon Christ Church—then head of the river; taking much the same coloured blue, only a much broader stripe. And the effect I think was “neat,” if not handsome, without being “gaudy.” Our hats, very sailor-like looking, but not perhaps quite convenient (black straw, with broad blue ribbon) were, I believe, not long retained.’

‘DEANERY, ELY, *April 8, 1882.*

‘The Cambridge boat of 1829 were directed to wear their usual white linen shirts, with a pink neck-tie, but I think we were not quite uniform in our array. One man, I well remember, said it was nonsense, and would not wear the pink at all. It is very possible that others wore their pink as a sash. For myself, I am pretty certain that I wore the tie. It seems rather absurd that I should be able to recall such trifling particulars, but the fact was that the question of uniform arose among us almost at the last minute. Of our eight, there were three of a Trinity crew which wore in the races at home buff jerseys, with broad blue stripes; there were three others of St. John’s (Lady Margaret) who wore a lighter jersey with

narrow pink stripes, copied from the Balliol boat of that time (*suadente me ipso*). Our University Captain, Snow, being himself of St. John's, hinted that the Johnian uniform should be adopted for the University race. The Trinity men demurred; the other two were nowhere; so by way of compromise the ordinary shirt was put in requisition, and the crew agreed to wear the pink tie in compliment to the captain. There you have it.

'Maxima de nihilo nascitur historia!'

In 1836 the Oxford crew again rowed in white and blue striped jerseys, Cambridge wearing light blue for the first time. An amusing, and for all we know authentic, story will be found at page 12 ('Old Blues and their Battles'), as to the origin of light blue being chosen as the colour of the C.U.B.C. The fact that light blue was then worn is sufficiently proved by the following letter from the Rev. Augustus K. B. Granville, the Cambridge President, and stroke of the year:—

ST. EDMUND'S VICARAGE, DURHAM, April 10, 1882.

'There can be no doubt that we rowed in 1836 in "light blue." The ribbon I wore has till quite lately been preserved by Mrs. Granville, and it has unfortunately been mislaid.

'We have all along trimmed our boys' jerseys with the same colour, and do so still with few exceptions.'

In 1842 the Oxford crew wore white jerseys of Indian gauze, trimmed with dark blue; Cambridge similar jerseys, trimmed with light blue, pretty much in each case as worn to the present day.

The Rev. E. W. L. Davies, coxswain of the Oxford crew in 1836, writes:—

26 CIRCUS, BATH, April 9, 1882.

'I have much pleasure in being able to answer your question as to the colours worn by the Oxford crew in 1836. The jersey they wore had alternate stripes of dark blue and white. These were about 1½ inches wide, of equal size, and horizontal. I can remember remonstrating against its unsightliness. They were the same as those (I *think*) of the Brasenose crew.'

LONGEVITY OF OLD BLUES.

The statistics bear out, so far as they go, Dr. Morgan's opinion, in his book 'University Oars,' before referred to, that the crews

are on the whole long-lived men. Taking the mean age of the men at the time they row to be about twenty, they may, Dr. Morgan says, according to Dr. Farre's English Life Tables, be expected to live about forty years after that age. Dr. Morgan, however, makes the average duration of life after the race in the case of Oxford oars 43.7 years, in that of Cambridge only 40.7. He suggests (an opinion which we will not venture to criticise) as a partial explanation of the difference the comparative unhealthiness of rowing on the Cam.

As a matter of fact, of the 1829 crews (including steerers) five Oxford and two Cambridge men survive.

Of the 1836 crews, however, the numbers of the survivors are identical (seven, including coxswain) in each crew.

It is a curious coincidence, as stated by Dr. Morgan, that at the date of his book (1869) the longest-lived crew (in 1840) and the shortest-lived (the first in 1849) were both Cambridge crews. Of the 1840 crew, all were alive in 1869, but one has since died; and of the 1849 crew, four were then dead, but none have died since. On this point the following extract from a letter dated January 17, 1881, from the Rev. F. E. Tuke (who rowed for Oxford in '44, '45), may not be out of place:—

'A neighbour of mine, Moore, who rowed in the race of 1829, is well and hearty still—so much for boating killing us. I myself have eleven sons and six girls, and could man an eight, steerer and all.'

SUNDRIES.

There are only two instances of father and son rowing:—

Cambridge	{	J. M. R. Ridley.
	{	J. H. Ridley.
"	{	G. A. Selwyn.
	{	J. R. Selwyn.

The following brothers have rowed :—

Name.	University.
Benson, H. W	Oxford.
Benson, W. D.	Oxford.
Chetwynd-Stapylton, Henry E.	Oxford.
Chetwynd-Stapylton, Wm.	Oxford.
Close, James B.	Cambridge.
Close, John B.	Cambridge.
Close, W. B.	Cambridge.
Croker, J. M.	Cambridge.
Croker, W. R.	Cambridge.
Denman, Hon. George	Cambridge.
Denman, Hon. L. W.	Cambridge.
Denne, H.	Oxford.
Denne, R. H.	Oxford.
Edwards-Moss, John E.	Oxford.
Edwards-Moss, T. C.	Oxford.
Fairbairn, C.	Cambridge.
Fairbairn, S.	Cambridge.
Harkness, R.	Cambridge.
Harkness, W.	Cambridge.
Hoskyns, B. G.	Cambridge.
Hoskyns, E.	Cambridge.
Hunt, C. W.	Oxford.
Hunt, Percy L.	Cambridge.
Johnson, J. W.	Cambridge.
Johnson, H. F.	Cambridge.
Menzies, F. N.	Oxford.
Menzies, Sir R.	Oxford.
Morrison, A.	Oxford.
Morrison, G.	Oxford.
Penrose, C. T.	Cambridge.
Penrose, F. C.	Cambridge.
Pollock, A. B.	Cambridge.
Pollock, J. Curwood	Cambridge.
Royds, E.	Oxford.
Royds, F. C.	Oxford.
Royds, Nath.	Cambridge.
Shadwell, Alfred H.	Cambridge.
Shadwell, Arthur T. W.	Oxford.
Wood, Thomas	Oxford.
Wood, W. Hardy	Oxford.

One Peer only (Irish), Lord Cloncurry, has rowed, viz., as Hon. V. Lawless, in the Oxford crew of 1859.

Five Baronets have rowed :—W. Baillie, Oxford ; E. Graham-Moon, Oxford ; R. Menzies, Oxford ; J. V. Isham, Oxford ; I. H. Keane, Cambridge.

Cambridge has contributed three Smiths (and one Smyth) and five Joneses. Oxford none of either name.

Approximate and comparative statements of professions :—

	Church.	Law.	Medicine.	Army.
Oxford . . .	108	38	4	17
Cambridge . . .	86	63	3	4

Church.—Each U.B.C. has contributed two Bishops, Wordsworth and Macdougall (Oxford), the two Selwyns (Cambridge). All the members of the Oxford crew in 1829 took orders, except possibly Arbuthnot.

Law.—Oxford has contributed one Judge, Chitty, and two Q.C.s, Vaughan-Richards and Cowie ; Cambridge three Judges, Brett, Denman, and A. L. Smith, and one Q.C., Macnaghten.

The following changes of name have occurred :—

Former Name.	Subsequent or Present Name.	University.
Snow . . .	Strahan . . .	Cambridge.
Lybbe-Powys . . .	Lybbe-Powys-Lybbe . . .	Oxford.
Garnett . . .	Garnett-Botfield . . .	Oxford.
Lockhart . . .	Lockhart-Scott . . .	Cambridge.
Buller . . .	Manningham-Buller . . .	Oxford.
Lonsdale . . .	Heywood-Lonsdale . . .	Oxford.
Snow . . .	Kynaston . . .	Cambridge.
Pearson . . .	Pennant . . .	Cambridge.
Lawless . . .	Lord Cloncurry . . .	Oxford.
Thomas . . .	Treherne . . .	Oxford.
Lecky-Brown . . .	Lecky-Brown-Lecky . . .	Cambridge.

The *heaviest* oarsman was Toogood, 5 in the Oxford boat in 1829. Rowing weight, 14 st. 10 lbs.

The *lightest*, Raven, bow in the Cambridge boat at Henley in 1844. Rowing weight, 8 st. 13 lbs.

The *heaviest* Putney crew was the Oxford crew which won in 1871. Average, 12 st. 4½ lbs.

The *lightest* the Cambridge crew which lost in 1854. Average, 10 st. 10¼ lbs.

*NOTES ON THE BUILDING OF RACING BOATS BY
THE REV. ARTHUR T. W. SHADWELL, M.A.,
O.U.B.C.*

The records of our racing show how very decisive for good or evil is the choice of a boat. Certainly the horse should match the rider, the engines the hull, and, by parity of reasoning, the eight-oar its crew. Why should a picked, perfectly trained crew, polished *usque ad unguem*, why should this glorious living machine, the pride of its University, and masterpiece of its Mentor and Palinurus, be exposed to peril of total ruin by the inadequacy of the boat in which they sit? Do the men or their advisers not know the area of floatation necessary to carry a certain weight? Does any boat-builder construct on fixed principles, adopted and adhered to because they are certainly true? This seems a proper inquiry to be made here, and one which may fittingly close this aquatic volume. As to the first, it is probably true that it is very rare to find in the crews themselves any one acquainted with this branch of architecture. An instance has been given in the foregoing historical text of one Oxford captain's having superintended his new boat. But as a rule it may probably be said safely that crews, captains, coxswains all round, commit themselves absolutely to the skill of the builder selected to construct their match-boat.

This being the case, except when fortunately a sagacious trainer is commissioned to supply the golden lines which in no small degree tend to victory, all rests with the professional boat-builder. He is sure to have a first-rate joiner in his yard, who will turn out a thing of utmost elegance and perfect in detail; but who is responsible for the draughtmanship? does any wise head and deft hand cut out and furnish the model of the transverse midship-section? Given the men and their probable ultimate weight when

quite fit at the end of their training, who is there to say, and know it to be true when he does say it, that there is required a definite area of floatation, *i.e.*, a certain length by a certain beam to carry these young giants when they have reached their utmost point of power to force the hull through the resisting media of water and air? Is the result guess-work? or is it a fixed result foreseen and calculated upon sure data? And if not, why not? Why should any boat made by a renowned firm ever fail? *could it ever fail*, if the bases of calculation were sound?

One thing is certain—that we cannot make boats travel faster by making them lighter in the scales, through robbing the floor of legitimate dimensions; we ought not to think it a gain to have a craft narrower than her predecessor, if she thereby sinks, as she must sink, deeper by a fraction of an inch, with the same weight on board. Nor can it be a gain to obtain lightness of the wooden frame, if the stuff becomes so weak as to necessitate the insertion of heavy iron stays and braces to withstand later on, when the rowing becomes at once more vigorous and more united, the concentrated shock at the decisive dip of the shoulder-points, clicking home of hands and elbows, and the descending flash of the eight backs. The point to be aimed at is to draw the least depth of water possible, without making the midship too broad, and leave the weight of the material to take care of itself as of infinitesimal consequence. All that the trainer cares or should care for is, that his crew shall not be able, when at the utmost stretch of effort, to depress the bows deeper in the water than when the crew was at rest. Therein lies the problem. It has been solved, by very abstruse calculations, as notably by a member of the *Leander*, when that club was planning its first outriggered eight, by determining what should be the parabolic curve of a craft at the load-waterline, with a given weight of hull and a given weight of men. But calculation by the calculus is of course out of the question, and only an amusement of science. We want a vessel that will not ‘pitch and scend,’ *i.e.*, first dip forward and then drag aft, but *travel* onwards, on even keel, under the maximum of pressure applied to her; and she must be so stiff amidships as not to bend at all downwards in that portion of her where the greatest weights are concentrated. The dread of being

overboated is excessive in our days ; the much greater danger of being underboated is overlooked.

The upshot of all this discussion and the outcome in practice is, that gigantic crews, with an average of 12 stone per man, cannot be carried by a vessel of less dimensions than 58 feet in length by 2 feet 2 inches in width. That is the minimum ; and it is better to give an extra half-inch over this figure amidships. Then if the floor is laid out absolutely horizontal as far on each side of the keel (for keel is backbone of the whole) as the nature of the material allows, and the skin passes by a sharp curve into the vertical line, the utmost degree of floatation possible is secured, and the boat draws less water than under any other condition that can be devised. If in addition to securing the proper midship section measurement, care is taken to keep the floor abaft that point rather fuller than forward, and to make the bows' entrance very fine in proportion, we have all the elements necessary for a boat worthy of its crew. In the account given of the race in 1862, by the leading aquatic journal, it is remarked that both boats, by S. Salter of Oxford, were between 57 and 58 feet long by 2 feet 2 inches, 'dimensions which seem now nearly established.' If, then, found satisfactory, *i.e.*, able to carry their crews, the boats ought not to have been built on smaller patterns alongside of the ever-increasing tendency to get heavier men. Most perversely, the craze for reduced size and weight of eight-oars and fours set in coincidentally with the greater size and weight of men. Now if boat-builders could be, once for all, made to understand this basis of calculation, they would always produce the best craft that can be turned out, and the same form and proportions would be repeated year by year, supposing that the weights to be carried remain the same ; and the match would always be rowed on equal terms ; so that the crews might interchange their ships without knowing it. Then also it would be unnecessary to put on the after-thwart a young gentleman not strong enough to have rowed with a full-sized oar ; but each crew might, without disadvantage, have a matured oarsman thoroughly understanding his business for coxswain—one who has brains as well as body, strong enough to have rowed bow or two in a racing eight, and skilful enough to win the Silver Oars or

the University Challenge Sculls ; one, in short, who is a *waterman*, with practice, judgment, and presence of mind, acquired by habituation to such contests. In such qualities, of a certainty, would be found more than a counterpoise against his possible extra two stones. The reason why lightness of draught is of primary importance is that of the particles of water displaced by the boat in motion, those nearest the surface find least resistance in escaping laterally on each side ; the deeper the bottom of the boat lies in the water the greater is the resistance. This is a necessary law of fluids, and we must construct our vessel to suit the law, which is inexorable and eternal. If that is the case, then, having once found the most advantageous form of displacement, we adhere to it for evermore ; else the men are punished for boat-builders' ignorance of fundamentals. And in the race it follows that they are burdened with a greater weight to be lifted with every stroke than if their boat weighed in the scale several stones more than their misconceived unscientific shell, two inches, or even four, narrower than it should be. They are worn down by the repeated strain, and then it may be truly said, Homericè, Τεῖρετοδ' ἀνδρῶν θυρὸς ὑπ' ἱερσίνης ἀλεγεινῆς.

But a farther important gain follows from laying down the keel-streak perfectly flat, because the water displaced by a vessel drawn through it at first escapes at a right angle to the line of the vessel's motion ; and thus this form of hull exactly fits the movement of the water and reduces the resistance of the latter to the minimum possible. This law of fluids is laid down in the treatises on ship construction forty years old ; and from the experiments of Scott-Russell and Brunel, while planning the hull of the 'Great Eastern,' a farther truth of great importance is demonstrated—namely, that if the greatest beam be placed rather abaft than before the point midway between stem and stern, resistance is thereby decreased ; as a result, the wave thrown off the bows diminishes and the ripple is coaxed nearer the side and farther down the side of the vessel. This knowledge disposes of the fish-form theory, which, however true of bodies wholly immersed, is inapplicable to bodies partly immersed and partly emergent.

The old type of clinker-built solid-sided boats was usually 48 feet

9 inches by 3 feet 6 inches, and of oak throughout, with ashens timbers and stretcher-timbers. The Oxford seven-oar, apotheosised at the University Barge as the Presidential Chair, was constructed as light as could be, her oaken planking being $\frac{5}{16}$ inch. A boat was constructed by Egan for Caius' crew, in 1840, being a very light set of men, 4 feet shorter than usual, or 45 feet long; in which they passed to the headship of the Cam. In 1846 the first outriggered eights appeared, and with that built for Cambridge by Searle, a celebrated boat, we begin our record;¹ which, though fragmentary, sufficiently denotes the progressive elements of change with the course of years, and unhappily leads us at the end of the period to the conclusion that our noblest science has been sacrificed, at least greatly compromised, by the ignorance of boat-builders and the indiscriminate use of mechanical appliances, which latter, when in thoroughly skilful hands, and in them only, are a real advantage. A reform is necessary under both these heads.

¹ See next page.

			Length over all.	Breadth over all.			Height at Stern-post.		Builder.
				At MS. ¹	At No. 1.	At Coxswain's Thwart.			
			ft. in.	ft. in.	ft. in.	ft. in.	ft. in.		
1	1846	C.U.B.C.	58 0	2 7½	..	2 0	..	..	Searle.
2	1857	O.U.B.C.	54 0	2 2½	..	..	..	..	Mat Taylor.
3	1858	O.U.B.C.	64 0	2 1	..	1 6	..	..	Searle.
4	1858	Oxford College Eight	58 0	1 10½	1 5½	1 3½	..	..	Clasper.
5	1858	Oxford College Eight	56 6	2 2½	..	1 5	..	..	Hall.
6	1858	Radley	56 0	2 0½	1 7½	1 7½	0 7½	..	King.
7	1858	Worcester College	56 4	2 1½	..	1 4½	..	..	Sewell.
8	1859	C.U.B.C.	The dimensions of this ridiculous and unlucky craft not preserved. She was built on the fish-form theory, widest at No. 3's thwart, and tapered away aft; hence called the 'Ladder'; was cut so low that she could not live in any sea, and sank in the race accordingly. From this date the boats varied from 64 and 66 ft. X 2 ft. 1 in. and 2 ft., till they settled down to 58 ft. X 2 ft. 2 in.						Taylor.
9	1882	Eton	57 0	2 0½	1 7½	1 9	0 6½	Weight of Crew, including Coxswain. st. lb. 1882, 99 11 1883, 93 6	Parkyns.
10	1878	O.U.B.C.	57 0	1 10	..	.. Coxn's Thwart.	0 6	105 6	Swaddell & Winship.
11	1882	O.U.B.C.	58 4	2 1½	1 8½	0 6½	0 6½	102 1	Swaddell & Winship.
12	1883	O.U.B.C.	58 0	1 10½	..	..	0 6½	..	Clasper.

¹ MS is the midship section or greatest beam wherever occurring, without reference to distance from bow or stern.

It is seen how empirical the ventures of the builders were about 1858; the younger firms literally 'took shots' at the proper amount of floors (contrast No. 4 by Clasper for grown men, with No. 6 by King for Radley boys; the latter agrees as nearly as possible with the Etonian eight of to-day). Up to 1857 nearly all boats were 'clinker' built, with the plank-streaks overlapping and scarfed. The old boat of Brasenose, selected by Oxford in 1858 when their own broke down, was made of a 'skin' of cedar with mahogany fittings; no doubt Searle was following in 1857 the model of M. Taylor's for Chester in 1856, which was the first smooth and keelless eight.

Compare now with 10 and 11 and their crews' weights the data of the Eton boat, No. 9, and it is seen that the latter has consider-

ably the larger floor, taken amidships ; but is also larger both at the foremost and aftermost thwarts, yet tapers very finely away to the stem, and her entrance is most beautiful. The last Cambridge eight by Swaddell and Winship is also wholly inadequate to carry crews of 103, 104, or 105 stones. The Etonian eight may be considered the best afloat, for it really did carry the crew for which it was built, and this is so rare an occurrence as to be quite notable. We see here calculation founded on fixed principles leading to a satisfactory result. The truth is that there is nothing tentative or uncertain in the laws of boat-construction ; the great Etonian has these at his fingers' ends, and therefore cannot fail. If both Universities would condescend to ask him to construct for them, and if their crews would also either learn to use the sliding apparatus effectively, or to discard it as pernicious and as an enemy to real oarsmanship when not thoroughly mastered, then we should be treated again to the welcome spectacle of boats travelling instead of dragging, riding over the water instead of the water washing over the canvas, combined with that still more-to-be-desired spectacle of faultless form and faultless time—eight men ground up into one perfect machine. Nothing short of that result will satisfy those who know what eight-oar rowing ought to be, and lament its decadence.

The firm of Messrs. Searle, so often mentioned in these pages, has been established as boat-builders at Lambeth for 250 years. A document at the Chandlers' Company's Hall shows the Searle of 167 years ago to have been engaged in a lawsuit. Although out of favour with the Universities, Searle's name is known over the whole earth as constructor of every description of pleasure-boat wherever Englishmen go and settle. They first took out the patent for the sliding-seat.

THE COMMEMORATION DINNER,

1881.

THE COMMEMORATION DINNER, 1881.

The proposal to hold a Jubilee Dinner in commemoration of the University Boat Race having attained the fiftieth year of its existence, was, we believe, first mooted on board the Umpire's boat at the Putney race in 1879. The subject was again discussed at the race in 1880, and met with general approval; the chief difficulty being found in getting any one to take the lead, and also in the fact of there being already, on the eve of the race, two or more private gatherings of old Oars, who might naturally be reluctant to break through their time-honoured custom. The event proved such fears to be groundless, the old Oars in question cheerfully consenting to sacrifice their own interests to the public good. Finally, in January 1881, an influential General Committee, consisting of over forty representative old Blues, with a smaller Executive Committee, was appointed. Circulars were issued, and vigorous steps taken to carry the project into effect on the occasion of the ensuing Boat Race in the spring of that year.

The Boat Race having been announced for Saturday, the 9th of April, the Commemoration Dinner was fixed for the previous evening; but subsequently Mr. Kindersley, the President of the O.U.B.C., attended a meeting of the Committee to suggest, on behalf of the two University Boat Clubs, that in order to enable the crews of the year to be present, the Dinner should be held on the day of the race, instead of the previous evening; and with that view expressed the readiness of the crews to row the race on the Friday, instead of the historic Saturday. With every desire to gratify, if possible, the natural wish of the crews, the Committee felt compelled, after due deliberation, to adhere to their original intention of holding the Dinner on the eve of the race, whenever

that should be, and notice to that effect was sent to the two Presidents. By this arrangement, visitors from a distance would be enabled to attend both the Dinner and the race at the expense of one night's residence in town; an advantage which was felt to be of paramount importance to the success of the gathering. The Presidents, who throughout showed every disposition to sacrifice their own to the public convenience, adhered to the altered date of the Boat Race, viz., 8th April, and the Dinner was accordingly fixed for the evening of Thursday, 7th April.

Some difficulty was experienced in settling who should be considered entitled to attend the Dinner.

In the first instance it was proposed to confine the invitations to those who had taken part in the Putney race, but this rule, if literally adhered to, would have excluded the veterans of the first race in '29 (rowed at Henley); and might have given not unreasonable ground for disappointment to others who (the members of the famous Oxford 'seven-oar' for instance) had added leaves to the laurel crown of their U.B.C. on other waters than those of Putney, and in other races than Inter-University matches.

In the result, it was decided to extend the invitations to MEMBERS OF ANY CREW (INCLUDING COXSWAINS) DULY ACCREDITED BY THEIR U.B.C. (AS SHOWN BY THE RECORDS) TO REPRESENT THEIR UNIVERSITY EITHER AT PUTNEY, HENLEY, OR THE THAMES REGATTA. This rule was, we believe, consistently observed. The Oxford crew which rowed for the Grand Challenge Cup at Henley in 1841, although entered as a University crew, could not, it was decided, be considered a representative University crew, as it did not appear in the records of the U.B.C. as such. A claim made on behalf of the Caius crew which in 1844 had, as the head of the river, been deputed, in answer to a challenge from the town, to represent their University in the match which ensued, was disallowed on the ground that the crew was not entered as an University crew on the records of the C.U.B.C. It is not, however, true, as has been stated, that Caius was authorised in consequence of this honourable position to wear the light blue; for that was their colour in 1834, when Egan first went to college. In 1836, light or Eton blue was adopted by Cambridge; and

when Egan, after two summers' absence, returned in 1839, he found that Caius had been obliged to change the self-colour for blue and white stripes.

Mr. J. Stuart Roupell, Umpire for Cambridge in 1829, Mr. Baumgartner, as Captain of the Caius crew above mentioned, and as having rowed up to the day of the race in the crew which represented Cambridge University in the Thames National Regatta in 1844, and Mr. Edward Searle, the starter of every Putney race without exception, were specially invited by the Chairman, in accordance with the wishes of the Committee, and were present at the Dinner. The number of 'old Blues' answering to the above qualifications were found to be as follows:—

OXFORD.				CAMBRIDGE.			
Oars	.	.	216	Oars	.	.	221
Coxswains	.	.	27	Coxswains	.	.	21
			<hr/> 243				<hr/> 242
Dead	.	.	37	Dead	.	.	44
In the Colonies or abroad	.	.	16	In the Colonies or abroad	.	.	18
			<hr/> 53				<hr/> 62
Available total	.	.	190	Available total	.	.	180

Out of the 370 survivors at the time resident in Great Britain, 220 accepted; but from unavoidable causes, 20 were at the last moment prevented from coming, and 200 only sat down, not including Messrs. Roupell and Baumgartner. Of the absentees, 40 were clergymen who were detained by the duties of Lent.

The distinguished French Minister, now French Ambassador in London, W. H. Waddington, who rowed for Cambridge in 1849, wrote a very cordial reply to Mr. Chitty, regretting that his official duties prevented him from attending. Every crew was represented by one or more men.

Of the 1829 crews, two Oxonians, Staniforth (No. 8), and Toogood (No. 5), and one Cantab, Merivale (No. 4), attended.

Of the six surviving oarsmen of the 'seven-oar,' five attended, viz. R. Menzies (No. 2), Royds (No. 3), Bourne (No. 5), Cox (No. 6), and Lowndes (No. 7). A special steamer to accompany the race was engaged for the use of those attending the Dinner.

Eighty-two old Blues applied for tickets, but only seventy-five actually went on board. Many others went on board the Umpire's steamer.

In view of the fact that a large proportion of old Blues are members of one or other of the Inns of Court, it was thought not unreasonable to solicit the use of one of the Halls for the purposes of the Dinner. Sir Arthur Hobhouse, who, although not himself an old Blue, is a veteran oarsman, kindly undertook, as Treasurer of Lincoln's Inn, to use his influence to obtain the use of that Hall. But in the result, the Hall being required for the purpose of an examination, it was resolved that the Dinner should take place in the large hall of the Freemasons' Tavern, in Great Queen Street.

The Dinner took place at 7.30 on Thursday, April 7, 1881. In the anteroom was exhibited a coloured engraving of the Oxford boat of '29, lent for the occasion by the Rev. J. J. Toogood, No. 5 in the Oxford crew of 1829, and a copy of which formed the frontispiece of the original edition of this record.

The Dining Hall itself was decorated with a remarkable collection of College Boat-club and School flags, comprising all the College Boat-Club flags from the two Universities (26 in number), the Eton boat flags (7 in number), and those of most of the schools which have chiefly contributed to the crews, viz., Westminster, Harrow, Winchester, Marlborough, and Repton. The Rugby flag was unfortunately bespoke for that evening at a lecture given to the boys by 'Tom Hughes.' On the wall behind the Chairman were grouped the Eton flags, and under these, three specimen oars were placed, viz., an old John Cross oar from Oxford, a light blue oar of slender proportions and unknown antiquity, lent by Mr. Goldie, who had rescued it from the limbo of the University Boat-house during his Presidency of the C.U.B.C., and, in contrast to these earlier products of bygone days, one of the oars (No. 4) actually used in the Oxford boat at the Putney race of the previous year (1880). Over the high-pitched back of the chair was hung ('*Suspendisse potenti vestimenta maris Deo*') the jersey worn by the veteran Bishop of St. Andrews in the '29 race, and sent by him as his special representative on the

occasion. Mr. Toogood improved upon this idea by wearing his—a fact which, when announced by the Chairman in the course of the evening, fairly ‘brought the house down.’

In front of the Chairman was placed a neatly finished model of the ‘seven-oar,’ constructed out of the timbers of the boat, and lent for the occasion by Mr. Randall. This was decorated for the nonce by two small silk flags, the one being that carried by the Chairman in the bows of his victorious ship in 1852, the other flown by Mr. Goldie in his victories of 1870, 1871, and 1872. The Chairman sat in the centre of the high table placed along the side of the room, and at right angles to the other tables. He was supported on his right by the Rev. T. Staniforth, stroke of the victorious Oxford crew in the first race, and on the left by the Dean of Ely, the sole representative present of the Cambridge crew of the same year. For the rest, the crews were arranged in chronological order, the two crews of each year being placed as nearly as possible opposite to each other.

It was decided not to admit reporters to a Dinner which was considered to be essentially a private gathering of old friends, but a shorthand writer was in attendance to take notes of the speeches, which appear verbatim in the original edition of this Record, as also a plan of the Tables showing where each man sat. That edition also contains a facsimile of the card of Invitation, which as we have seen was kindly designed for the occasion by Mr. F. C. Penrose, architect in charge of St. Paul’s Cathedral, a well-known old Cambridge oarsman.

ODES.

*IN EPULUM A REMIGIBUS LECTIS UTRIUSQUE
ACADEMIAE DECIMO CONFECTO LUSTRO
CELEBRATUM.*

a.d. vii. Id. Apriles, A.S. MDCCCLXXI.

Dic mihi, Musa, dapes festas quas struxit in aula
annus Eleusina jam quinquagesimus ex quo
decertare Academiam conspexit utramque
remigibus lectis Thamesis.—Coiere frequentes
quos et Camus iners et quos velocior Isis
sustulerat gremio heroas, juveniliter olim
ut certare pares, ita nunc cenare parati.
O qui complexus et gaudia quanta fuere !
adsunt cauidici, praetores, clericus ordo,
Curia quos audit, quos ditat Janus, et acrem
qui Mavortis agunt rem, ludorumque magistri :
miscentur cani flavis, calvisque comati,
longaevis juvenes, barbati imberbibus, omnes
viribus integris vegeti memoresque juventae.

*ON THE BANQUET HELD IN COMMEMORATION
OF THE FIFTIETH ANNIVERSARY OF THE
UNIVERSITY BOAT RACE.*

April 7, 1881.

A free translation by G. Denman (No. 7 in the Cambridge crew of 1841 and 1842) from the Latin hexameters on the same subject by H. Kynaston (formerly Snow).

SING we now the glorious dinner
 Serv'd in grand FREEMASONS' HALL ;
Welcome loser, welcome winner,
 Welcome all who've rowed at all :
Oarsmen, steersmen, saint or sinner,
 Whet your jaws, and to it fall.

Fifty years and more have rolled off
 Since the race of ' Twenty-nine :'
Therefore all, by death not bowled off,
 As of yore, your strength combine,
And in gangs of nine be told off—
 Not to paddle, but to dine.

Oh ! what hands by hands are shaken !
 Bishop, Dean, Judge, Lawyer, Priest,
Bearded soldier, beardless deacon,
 Men still scribbling, men who've ceased :
Court, church, camp, quill, care forsaken,
 Muster strong, and join the feast.

STANIFORTH, with air defiant,
 Captain of the earliest Eight ;
TOOGOOD, amiable giant,
 Unsurpassed in size and weight ;
MERIVALE, once too reliant,
 But for years resigned to fate ;—

Grandior hic alios primi certaminis heros
arduus exsuperat recta cervice humerisque,
pondere quo nemo invasit graviore phaselon,
jam senior, sed cruda viro et rubicunda senectus.

Convenere omnes : discumbitur ordine jusso,
aequales nempe ut coeant aequalibus et se
acta juvent variis memorantes tempora ludis :
praesidet his et quondam et nunc fortissimus ictus
murice bis tinctus, salicis palmaeque abiegnae
rex pariter, toties certaminis arbiter aequus.

Arbiter hunc alius resonabilis ore rotundo
pone premit, qui plaudentes nimis atque loquentes
intempestive jubet auscultare, regitque
undantis dextrae moderamine propinantes.

Jus testudineum sorptum est, et rhombus, et albi
pisciculi incerti generis—poppysmate crebro
exsilit explosus cortex spumante lagena—

Scores on scores, from these descended
In aquatic lineage, came ;
Cantabs with Oxonians blended,
Ancients some—some new to Fame :
But my song would ne'er be ended,
Were I every one to name.

Happy was the thought that seated
Mate by mate, crew facing crew ;
Well ye know who have competed
In whate'er 'tis well to do,
How that man is ever greeted
(Friend or foe) who row'd with you.

Fitly o'er the feast presiding,
All-accomplished CHITTY sits,
Through the toasts how neatly gliding,
Winning cheers, redoubling hits—
Not of bat with ball colliding—
Merely sympathy of wits.

Yet another,¹ more sonorous,
Rules our Chief, and checks our Chair,
Stills the hum, and quells the chorus,
Moderates the loud 'Hear ! hear !'
Coolly acts the despot o'er us,
As o'er Sheriff or Lord Mayor.

Now the turtle disappeareth,
Now the turbot is despatched ;
Sparkling wine our spirit cheereth ;
Well are Cam and Isis matched,
While each man his platter cleareth
Of the fishlets barely hatched.

¹ Mr. Harker, the Toastmaster.

solvuntur linguae—memorantur pristina, qua vi
hic vir *principium*, qua *cancros* ceperit ille,
quaque gubernator cursum, et qua torserit undas
nauta manu : quoties fauste pecus egerit *Aegon*,
et *Morison* quoties : quam multa comederit alter
terga boum, quot lactucas consumpserit alter.

Talia jactantur, dum fundunt aere canoro
cornicines musaea mele, lautasque ministri
permutant lances, et amor pacatur edendi.
Postquam exemta fames glacieque astricta quiescit
ventris inops rabies, assurgit praeses amatae
Reginae in laudem, mox Principis atque nepotum :
hoc propinarchi gravius devolvitur ore
votum—exoptamus matri natoque salutem
et natis natorum et qui nascentur ab illis ;
et vocem et proprios numeros chorus aereus addit.

Nec mora—non alio poscente adhibemus honorem
quos Fora quos Cathedrae quoscunque Ecclesia jactat
remigio insignes : hac scilicet arte doceri
quid jus, quid valeat sancti reverentia et aequi.

Then comes talk of winning, losing,
Fouling, 'crabs' untimely caught,
Sinking, catching the beginning,
And of all TOM EGAN taught,
MORRISON or SHADWELL, spinning
Yarns of deep aquatic thought.

Such the converse—not unbroken—
Some of training would discourse
But that *band* (of 'vis' the token),
While each course succeeds to course
Ophicleide, alas! bespoken),
Silences each tongue by force.

Now our hunger hath been sated,
Now with ice our lips been cooled,
And the Chairman well hath stated
How this realm is nobly ruled,
And our Queen and all related
Do their duty wisely schooled;

Great the toasts and great the cheering;
Thrice three times and thrice again
Every man his voice uprearing
To the band's assenting strain,
Loyal strain of men God-fearing
In this Isle that rules the main.

Now 'The Chair,' succinctly noting
How whate'er is good or great
Follows from successful boating
In the Church, the Law, the State,
Instances of each kind quoting
Some more early, some more late.

Ipse viros numerat laudatque, et fortia narrat

dum facta, in medium mirantibus omnibus effert

qua tunica indutus sudavit Episcopus olim.

Respondet primus triplici qui robore et aere

pectus habet munitum, ut equi labentis in ipsum

pondere contritus tamen assurrexerit atque his

intersit dapibus, durus durique laboris

clericus officio per longos deditus annos.

proximus huic Iudex, quo nec servantior aequi

nec magis humanus quo quivis provocet, alter ;

blanda viro species—mens recta in corpore recto—

et pariter studio remisque exercita virtus.

Hunc sequitur crebra natus de gente *Fabrorum*

consultus juris, quem mersum flumine quondam

ignarum nandi eripuit sors invida, fatum

quis scit an ut sublime magis servatus obiret ?

Turns triumphant to the guernsey,
 By a reverend PRELATE¹ sent ;
 Reads, 'that though to come he burns, he
 Must not come or he'd repent,
 For that, wheresoe'er he turns, he
 Duties finds because 'tis Lent.'

ROGERS next (how grand of feature,
 Broad of shoulder, deep of chest !),
 Brimming over with good nature,
 Tells the tale which wrings our breast,
 How that horse (poor blundering creature !)
 Well-nigh sent him to his rest.

TOOGOOD (once *too good* for Granta)
 Brings *his* guernsey on his back,
 Then, like some gigantic planter,
 Gives his chest a hearty smack,
 And with reverential banter,
 Deigns a modest joke to crack.

MERIVALE, historian famous,
 Proves that Cambridge would have won,
 Had not Fate resolved to tame us,
 Had not sons of Isis done
 Better e'en than sons of Camus
 In that Boat Race number one.

Up rose BRETT, once seven to STANLEY,
 Every inch the Judge—the man :
 Upright, downright, comely, manly,
 (Beat him, Oxford, if you can !),
 All that's brave and gentlemanly,
 Since to row he first began.

¹ Wordsworth, Bishop of St. Andrews.

Poscitur et terra pridem spectata marique,
 et sua quae tantum meditatur praelia virtus :
 terni respondent Etonae matris alumni,—
 Reginaldus atrox quem sensit Taurica tellus
 robore *Taurino* invictum, cui Sarmata cessit :
 excipit hunc, quamvis rebus non ipse marinis
 deditus, at saltem nauarchis acribus acer
 cognatus, crebra metuit quem *classe* juvenus
 divisa, Henrici fasces et sceptrum gerentem :
 et tu, militiam senserunt quo duce primam
 Ἀγῆς, Ἀγῆς, pueri innocuam, patriamque tueri
 assuescunt, positis Thamesino in margine castris.

Tum demum auctores primi certaminis ipsos
 excitat et salvere jubet Denmanius : omnes
 infremuere viri, et numerosi adduntur honores.
 Tres aderant venerandi, et pro se quisque loquuntur
 proque suis, quos distinguere negotia longe,
 aut quibus Elysium remus jam verberat amnem :

Turn your eyes to that third table,
Where—still sound in wind and limb—
Stands *that* SMITH,¹ who quite unable
(More shame for him) then to swim,
Sank—yet lives ! Oh, Fate too stable !
Loftier end's in store for him.

Next 'the Navy and the Army,'
And his well-loved 'Volunteer,'
CHITTY toasts ; and, with a charm he
Has alone, provokes a cheer,
While with true Etonian calm, he
Three *Etonians* bids appear.

Reggie BULLER, brave Crimēan ;
HORNBY, brother of the bold
Sailor Mediterranēan ;
WARRE, whose sway is uncontrolled,
Naval, martial, Herculean,
Scorning heat, defying cold.

Men like these still make it truthful
To repeat the GREAT DUKE's boast,
That these struggles of the youthful
Helped to victory that host,
Gallant, active, brave, and ruthless,
Whom Old England honours most.

Once again (the Chair desiring)
DENMAN toasts those *Fathers* three
Who convinced a world admiring
That this eight-oared race should be ;
Once again (the theme inspiring)
'Nine times nine, and three times three.'

¹ Now the Hon. Mr. Justice A. L. Smith.

et tempus laudant (quam dignum laude !) peractum,
cum magis extentis spatiis certare solerent
et brevior ictu graviores urgere phaselon,
nec dum libratis tereti fulmine major
vis accessisset remis et forma rotunda,
nec natibus motum labentia transtra dedissent.

Haec inter senibus sermo producit—hora
sera jubet festis convivas cedere mensis,
nec tamen immemores quam sint bene munere functi
auctores epuli : datur his laus justa, tuamque,
praeses, opem agnoscunt laetis clamoribus omnes ;
tum dormitum abeunt. O terque quaterque beati !
Gaudia quis novit sociis majora receptis !
Aemula sic virtus uno per secula utramque
corde Academiam et fraterno faedere jungat !

H. KYNASTON (*quondam* SNOW).

No. 7 in the Cambridge Boat, 1856.
Stroke in the Cambridge Boat, 1857.

Up rose STANIFORTH, 'the *Father*,'
Spoke of those untimely gone
To the stream Elysian—rather
Of the 'stroke they once put on'—
Most portentous (as we gather),
Like the seats they sat upon.

'Temporis laudator acti !'
So the young and thoughtless said ;
I said nothing, but in fact I
Thought 'twas time to go to bed.
Yet another toast still lacked, I
Mean 'The Cat'ers of this Spread.'

These are honour'd. Then, to CHITTY
Warbling cheers, the best we know—
'Best of chairmen, brave, wise, witty,
Full of goodness, full of go,
Q.C., M.P. (Oxford city),'—
Off to bed we gaily go.

Blest, thrice blest, is such revival,
Blest the man who can enjoy
Scenes like these, no mere survival,
For the man recalls the boy,
Hon'ring most his staunchest rival,
Hon'ring now without alloy.

Thus in generous emulation,
Cam and Isis both are one ;
Thus each passing generation
Earns the meed of duty done ;
Thus the glory of OUR NATION
Shines wherever shines the Sun.

*A BOATING ODE FOR THE JUBILEE
DINNER, 1884.*

I.

GATHER the Boating men ;
Isis and Cam agree
There shall be Jubilee ;
Muster the Boating men :
Young, middle-aged, and old,
Let all past Crews be told,
Youth or threescore and ten ;
Gather them all, for they're all Boating men.

II.

Fifty good years and more,
Through all the ranges
Of this world's changes,
They have been well to the fore ;
When they were wanted,
Strong and undaunted,
All in their turn at call,
Ready to do their best : muster them all.

III.

Come, let us see their ranks
What sort they are,
Gathered from near and far ;
Come, let us give them thanks :

Proud, if they won the fray ;
Proud, though they lost the day,
Victors or vanquished—each did his part then ;
So gather them all, for they're all boating men.

IV.

For fifty good years and more
Look through the List ;
Well is it wist
Now Isis, now Cam, a score,
Rivalry quickening
Which the best men shall bring :—
Each make your choice to the best of your ken ;
But *we* gather *all*, for they're all boating men.

V.

One must win, one must lose,
Year after year :
Neither will fear,
Nor will either refuse :
There the goal beckoning
Points to the reckoning ;
Not one will flinch or shirk :—stick to her then ;
And we'll gather you all, for you're all boating men.

VI.

Thus in the race of Life,
How many learned,
If the luck turned,
To pull through the strife,
Courage and temper yet
Mingling with daily sweat,
Working on manfully ; waiting the call
That must sooner or later be heard, 'Easy all.'

VII.

Our ranks they grow thinner :
 No crew is the same
 As it answered its name,
 Whether loser or winner ;
 Like the roll, when the battle is done,
 Vacant places show many an one :
 But our comrades in spirit are with us again,
 And we remember them all, for they're all boating men.

VIII.

Gather the Boating men ;
 Isis and Cam agree
 There shall be Jubilee ;
 Muster the Boating men :
 Join hand in hand
 Through the length of the land,
 For there shall be Jubilee.
 May the Race never fail,
 But the glorious tale
 Be told to the latest posterity,
 How the sons of the Isis and Cam can compete
 In a struggle determined, but still as friends meet ;
 And thus strive till the last ' Easy all ' shall be heard,
 When triumph for both shall be in the word,
 You have well done your duty again and again ;
 So we'll gather you all, for you're all boating men.

AUGUSTUS K. B. GRANVILLE,

M.A. Cantab., C.U.B.C.,

Stroke of the Cambridge Boat, 1836.

ON THE MARCH BOAT RACE.

(By GEO. E. HUGHES, *Stroke of the "7-oar."* Reprinted by permission from
"The Memoir of a Brother," by Thomas Hughes.)

THE wood sways and rocks in the fierce Equinox,
The old heathen war-god bears rule in the sky,
Aslant down the street drives the pitiless sleet,
At the height of the house-tops the cloud-rack spins by.

Old Boreas may bluster, but gaily we'll muster,
And crowd every nook on bridge, steamboat, and shore,
With cheering to greet Cam and Isis, who meet
For the Derby of boating, our *jûte* of the oar.

'Off jackets!'—each oarsman springs light to his seat,
And we veterans, while ever more fierce beats the rain,
Scan well the light form of each hardy athlete,
And live the bright days of our youth once again.

A fig for the weather! they're off! swing together!
Tho' lumpy the water and furious the wind,
Against a 'dead noser'¹ our champions can row, sir,
And leave the poor 'Citizens' panting behind.

'Swing together!' The Crab-Tree, Barnes, Chiswick are past;
Now Mortlake—and hark to the signalling gun!
While the victors, hard all, long and strong to the last,
Rush past Barker's rails, and our Derby is won.

Our Derby, unsullied by fraud and chicane,
By thieves-Latin jargon, and leg's howling din—
Our Derby, where 'nobbling' and 'roping' are vain,
Where all run their best, and the best men must win.

¹ 'Dead noser,' the Tyne phrase for a wind in your teeth.

No dodges we own but strength, courage, and science ;
 Gold rules not the fate of our Isthmian games ;
 In brutes—tho' the noblest—we place no reliance ;
 Our racers are men, and our turf is the Thames.

The sons of St. Dennis in praise of their tennis,
 Of chases and volleys, may brag to their fill ;
 To the northward of Stirling, of golf and of curling,
 Let the chiefs wi' no trousers crack on as they will.

Cricket, football, and rackets—but hold, I'll not preach,
 Every man to his fancy—I'm too old to mend—
 So give *me* a good stretch down the Abingdon reach,
 Six miles every inch, and 'hard all' to the end.

Then row, dear Etonians and Westminster, row,
 Row, hard-fisted craftsmen on Thames and on Tyne,
 Labuan, New-Zealand, your chasubles peel, and
 In one spurt of hard work, and hard rowing, combine.

Our maundering critics may prate as they please
 Of glory departed and influence flown—
 Row and work, boys of England, on rivers and seas,
 And the old land shall hold, firm as ever, her own.



THE NEW STYLE.





Opinions of the Press.

"The volume is valuable not merely as a memento, but as furnishing wonderfully interesting statistics concerning the history of University Rowing and the subsequent careers of University Oarsmen. We can guarantee that hero-worshippers will find these pages a mine of curious information."—*Times*.

"Those for whom the race has true attractions either from old associations or love of rowing, or both, must have greeted with pleasure the appearance of the work respecting University Matches which has been so opportunely published. Mr. Treherne, an old Oxford oar, and Mr. Goldie, the well-known Cambridge stroke, give a good deal of interesting information about crews, and an excellent account of the races during the period named."—*Saturday Review*.

"This exceedingly well got-up and exhaustive work is compiled by members of the O.U.B.C. and the C.U.B.C., so that its absolute correctness in every matter of detail can be relied upon."—*Sporting Life*.

"Its contents will prove to be of permanent value to all who take an interest in rowing. It is our pleasant duty to recommend this volume very heartily. It deserves a place on the shelf of every rowing man, and in the committee-room of every rowing club in the kingdom."—*St. James's Gazette*.

"As a memento of the University Race it is the most complete and ample record possible. The tables, records, and statistics are most carefully and laboriously compiled."—*Land and Water*.

"We need hardly remark upon the great amount of labour that must have been expended upon such a record as this; but its value to those concerned will be equally great."—*Baily's Magazine*.

"It is, however, in its character of a general history, copious in detail and of the highest authority, that the volume may chiefly lay claim to a permanent value."—*Daily News*.

"On the eve of the Boat Race this book will have a peculiar attraction, as well for the love of the sport it chronicles as for the variety and accuracy with which its records are handled."—*The Cambridge Review*.

"The book is quite a repository of treasure for boating men."

The Globe.

"There will not be many who have shared in the University Race, or seen one, who will not desire to possess the book."—*The Scotsman*.

"It is an elaborate work."—*Athenæum*.

"To those who take an interest in this great annual contest, a perusal of the above work cannot fail to be of unusual value, not only as a reference to the doings of past crews, but also productive of those happy reminiscences of youthful pastimes that so frequently make the old young again. The work has been prepared with the greatest care."—*Bell's Life*.

BOOKS ON ANGLING, &c.

Any of the following Works sent post free on receipt of price.

ESTABLISHED 1876. EVERY FRIDAY, PRICE 2d.

THE FISHING GAZETTE.

A JOURNAL FOR ANGLERS.

16 pp. folio. Price 10s. 6d. post free, per year.

Dedicated by Permission to HENRY FAWCETT, Esq., M.P., Postmaster-General.

AN ANGLER'S STRANGE EXPERIENCES.

A Whimsical Medley, and an Of-Fish-al Record without A-bridge-ment. By COTSWOLD ISYS, M.A. Profusely Illustrated. 4to, cloth, bevelled edges, price 5s.

BRITISH ANGLING FLIES.

By MICHAEL TREASTON. Revised and Annotated by FRANCIS M. WALSRAN. With Illustrations and Woodcut Engravings, comprising 8 Plates of Drawings from numerous natural flies. Crown 8vo, cloth gilt, 5s.

TROUT FISHING IN RAPID STREAMS.

By H. C. CUTCLIFFE, F.R.C.S. Cloth, price 3s. 6d. post free.

NOTES ON FISH AND FISHING.

By J. J. MANLEY, M.A. Illustrated. Crown 8vo, in leatherette, 6s. post free.

ANGLING LITERATURE IN ENGLAND.

Small post 8vo, in parchment; 3s. 6d. post free.

THE BOOK OF THE ROACH.

By GREVILLE FENNELL. New and Cheaper Issue, fcap. 8vo, cloth, 118 pages, 2s.

"This thoroughly practical work should be in the possession of every one who either knows, or who would care to know, what fascinating sport good roach-fishing is."—*Fishing Gazette*.

FLOAT FISHING AND SPINNING IN THE NOTTINGHAM STYLE.

By J. W. MARTIN, the "Trent Otter." Coloured boards, Illustrated. Crown 8vo, 2s. post free.

Any of the above sent post free on receipt of price in stamps by the Publishers.

"Handy and Practical."—*Daily News*.

SAILOR'S LANGUAGE.

A Collection of Sea-Terms and their Definitions. By W. CLARK RUSSELL. Crown 8vo, numerous Illustrations, cloth, 3s. 6d. post free.

"In short, what with *dead-eyes* and *shrouds*, *cats* and *cat-blocks*, *dolphins* and *dolphin-strikers*, *w hips* and *puddings*, I was so puzzled with what I heard that I was about to leave the deck in absolute despair. 'And, Mr. Chucks, recollect this afternoon that you *bleed* all the *buoys*.'"—*Peter Simple*.

"It is undoubtedly the best modern sailor's dictionary in existence."—*Academy*.

THE BOATS OF THE WORLD

Depicted and Described by One of the Craft. Containing upwards of 80 Coloured Illustrations of the principal types of Rowing and Sailing Boats in use among Civilized and Savage Nations, with descriptive Letterpress. Crown 4to, fancy boards, 3s. 6d.

"How capitalily the crafts of all nations are depicted in 'The Boats of the World'—just the gift for boys."—*Graphic*.

"'The Boats of the World' will be a welcome present to nine boys out of ten. . . . Rarely has so much information been packed into so concise and so agreeable a form."—*Academy*.

A Charming Oleograph.

AN EVENING'S FISHING.

Is the title of a charming copyright Picture of Trout, in 18 Colours. Size, 14 in. by 10 in. After Oil Painting by TARGETT. Price 2s. 6d. post free.

London: **SAMPSON LOW, MARSTON, SEARLE & RIVINGTON.**
CROWN BUILDINGS, 188, FLEET STREET, E.C.



To Her Majesty.

GOLD AND BRONZE MEDALS, FISHERIES EXHIBITION, 1883.

.....

C. & A. BURGOINE,
YACHT & BOAT BUILDERS,
HIGH STREET, KINGSTON-ON-THAMES,
AND HAMPTON WICK (S.W.R.).

STEAM LAUNCHES, BOATS, AND PUNTS
OF EVERY DESCRIPTION BUILT TO ORDER.

New and Secondhand Boats for Sale and Hire.

STEAM LAUNCHES TO LET FOR PICNICS & RIVER EXCURSIONS.
PRICES, &c., ON APPLICATION.

ATTENTION IS CALLED TO THEIR IMPROVED TYPE
OF CANADIAN CANOE.

POSTAL AND TELEGRAPH ADDRESS :

HAMPTON WICK.



SEARLE & SONS,

BOAT BUILDERS

TO

**Her Majesty the Queen, | H.R.H. the Prince of Wales,
H.M. the King of Spain, and formerly to the Emperor
of the French,**

Stangate, Lambeth, London, S.E.

**Prize Medals, London, 1862 ; Paris, 1855, 1875, 1878 ;
London Fisheries Exhibition, 1883.**

Buiders of the Original "Rob Roy" Canoe.

GOY

CITY { 21 & 23, Leadenhall Street, E.C.,
54, Lime Street, E.C.
BELGRAVIA: 30, Sloane Street, S.W.
WEST END: 2, Praed Street, Edgware Road, W.

Telephone
No. 4161
3149
7018

THE BOATING & ATHLETIC OUTFITTER.

GOY'S BOAT AGENCY.—GOY, the Outfitter, has established an AGENCY for the SALE, EXCHANGE, and PURCHASE of BOATS, CANOES, and SMALL YACHTS. Gentlemen desiring to avail themselves of this medium between Sellers and Buyers, are invited to send for full particulars of the class of Boat they wish to *buy, hire, or dispose of.*

GOY, Agent for most of the celebrated Builders of Boats, Canoes, Small Yachts, which can be purchased for cash or on GOY'S New Plan of equal Monthly Payments not exceeding Twelve.

BOATS OF EVERY DESCRIPTION Made to order.

Estimates given for any class of Boat that may be required.

"I can't afford it" WHY NOT? *Because it is such a lot to pay out at once.*

HOW often the above remarks are made. Your want probably might extend from £3 to £30. Very well, we'll say it may be a Bicycle, Tricycle, Boat, Canoe, Printing Press, Lathe, Fret Saw, Home Trainer, Billiard Table, Bagatelle Board, Photographic Apparatus, Magic Lantern, Washing Machine, Sewing Machine, Gymnastic Apparatus, Perambulator, Bath Chair, Household and Invalid Furniture, Gun, Ladies' and Gentlemen's Watch, Chronograph, Fishing Tackle, Lawn Mower, &c., or the thousand and one things that *one would like but cannot afford.*

GOY'S NEW PLAN means a *straightforward way of doing business.* You want something you could afford to pay for in twelve or less monthly payments, and HE can oblige you without any bother. If you pay cash he allows you a liberal discount.

GOY'S CALENDAR OF SPORTS contains also full particulars of GOY'S MEDIUM ROOM and List of Goods on Sale or Exchange, which is well worth a Visit.

Send addressed Postal Wrappers, stating List required:—

Goy's Tricycle Price List.

Goy's Bicycle Price List.

Goy's Athletic, Sporting, & Sundry List.

Goy's Medium List of Goods for Sale, Purchase, or Exchange.

Goy's Calendar of Sports.

Goy's List of Theatres, and other Amusements (for which he books seats) ; also of Artistes for Fêtes, Galas, Garden Parties, &c.

GOY'S Accidental Insurance Agency Covers all and every Sport.

Five Minutes' Walk
from
Hampton Court Station.

By Appointment to



Her Majesty.

Boat-building Works:
East Molesey, Surrey,
above the Locks.

T. G. TAGG & SON, *ENGINEERS AND STEAM LAUNCH BUILDERS.*

Skiffs or Gigs to carry from three to six people, built of Mahogany or Oak, copper-fastened, bright varnished, including keel band, burden boards, rubber and yoke, stretchers and headfast, at

23s. PER FOOT RUN, FROM 18 to 30 FEET.

PRIZE MEDAL

NIAGARA
Canoes,



FROM

Twenty-five
Guineas.

SLIDING KEEL.

Gentlemen can Hire Boats for the Season.

First Season (new boat)	£16	16	0
Second do	14	14	0
Third do	12	12	0
Fourth do	10	10	0

(Inclusive of Dressing-room and Attendance.)

THAMES DITTON.

SWAN HOTEL,

Established 1598.

J. JONES, Proprietor.

This well-known Hostelry (immortalized in verse by Theodore Hook and Tom Hood) offers every accommodation to Boating and Angling parties.

Gentlemen provided with bed and breakfast, at fixed prices by the week.

Private apartments facing the river and Royal Park of Hampton Court.

BILLIARDS. GOOD STABLING.

Few Minutes from London and South-Western Railway Station.

1, LEICESTER SQUARE, W.C.

January, 1884.

MESSRS. BICKERS AND SON'S NEW PUBLICATIONS.

A Handsome Library Edition, in 5 Volumes Med. 8vo, cloth, £3.

WRAXALL'S HISTORICAL AND POSTHUMOUS MEMOIRS, 1772-1784. By Sir NATHANIEL WILLIAM WRAXALL, Bart. With corrections and additions from the Author's own MS. and Notes by Mrs. PIOZZI and Dr. DORAN. Edited by HENRY B. WHEATLEY, F.S.A. With finely engraved Portraits.

" . . . 'Wraxall's Memoirs' are still full of interest, and a new edition of them deserves a cordial welcome. Mr. Wheatley, the present editor, is well qualified for the task he has undertaken. His preface gives an interesting and well-written account of Wraxall and his various writings; and his elucidatory notes, which he has added to those of Mrs. Piozzi and Dr. Doran, are valuable and pertinent. There is, perhaps, no period of English history for which the materials are more abundant than that covered by 'Wraxall's Memoirs,' and yet (perhaps for this very reason) its treatment by professed historians is somewhat meagre and unsatisfying. Those who desire to understand it must still read it in biographies and memoirs—in Walpole, for instance, in Mrs. Piozzi, in Miss Burney, and others, in the lives of the leading statesmen, and, not the least, in Wraxall himself."—*The Times*.

"The author of the present memoirs, concluded in his seventieth year, did not write without some idea of benefiting later ages. 'With Lord Clarendon and Burnet,' he writes, 'I well know that I can enter into no competition in the great component materials of contemporary history. Their rank, offices, and facility of access to the highest sources of knowledge, place them far above all rivalry on my part. Yet, upon two points closely connected in themselves, and which ought to form the basis of historical composition—I mean truth and impartiality—I may challenge, perhaps, a superiority even to them.' Many as have been the criticisms levelled against Sir Nathaniel, the value of his works has long been recognized by men of letters—indeed, during his lifetime, their circulation was very considerable; yet to many readers the present edition comes as a new book. . . . Few more entertaining memoirs of the period ever appeared than those of Sir Nathaniel Wraxall. The characters of the national drama under George III.—Pitt, Fox, Burke, Warren Hastings, Dr. Johnson, Sheridan, and many others—pass before us as they lived and spoke. No modern writer could present them with the fidelity of their intelligent and acute contemporary. The student finds invaluable assistance, while no novel offers more varied amusement or greater contrasts. It is not too much to say that the 'Historical and Posthumous Memoirs of Sir Nathaniel Wraxall' stand in the front rank as records of the eighteenth century."—*Morning Post*.

"Mr. GEORGE AUGUSTUS SALL, in 'Echoes of the Week,' says:—"These five volumes are the pleasantest of my *compagnons de voyage*; and with intense amusement have I been re-reading late in the night season (and *bougies*, *alack*! are a franc apiece) the lucubrations of the historiographer."—*Illustrated London News*.

" . . . In Wraxall we have no dreary Dryasdust, wearying us with heavy dissertations on general principles, but a lively narrator, catching the salient points of every interesting episode, and taking us into the very presence of the men who made the political life of the second half of the last century so deeply interesting as well as instructive. The editor of this edition, Mr. Henry B. Wheatley, F.S.A., has done his work carefully and well, and the publishers have displayed excellent taste in the getting-up of the work, which, in its present shape, will no doubt find its way to the shelves of many libraries, both public and private."—*Whitehall Review*.

"As to the interest of the book, however, there cannot be two opinions. Wraxall was the Boswell of Parliament, and of such sensational giants as Pitt, Fox, Sheridan, and Burke, and he gives us a vivid picture of the Parliamentary contests of his day. But, besides its extraordinary political interest, the work is a perfect picture gallery of celebrities of all kinds and countries, and a storehouse of striking and characteristic anecdotes concerning them. Speaking from a popular point of view, the work is ten times as interesting as Clarendon. Certainly, for one who could read the 'History of the Rebellion' with any real interest, you will find at least a hundred to devour these fascinating 'Memoirs of Wraxall.'"—*Truth*.

1, LEICESTER SQUARE, W.C.

January, 1884.

MESSRS. BICKERS AND SON'S NEW PUBLICATIONS.—*Continued.*

A Handsome Library Edition, limited to 500 Copies.

SWIFT'S WORKS, with Notes and a Life of the
Author by Sir WALTER SCOTT. 19 Volumes, demy 8vo, cloth. £11 8s.

* * This is a careful and elegant reprint of the SECOND (and best) EDITION. Only 750 copies, each numbered, have been printed, 250 of which were purchased by Messrs. Houghton, Mifflin and Co., of Boston, for sale in America.

"Last year witnessed the publication of an exhaustive biography of Swift by Mr. H. Craik, and a critical estimate both of the man and his work from the brilliant and practised pen of Mr. Leslie Stephen. It is likely enough that these excellent works, the former of which was noticed at length by us on July 31 in the present year, have renewed the public interest in Swift's writings, and created the demand for a new edition, which Messrs. Bickers and Son have set themselves to supply. Not that Swift's name is one that can ever die so long as English literature is valued. He has long ago taken his place among the greatest, and he is not merely talked about—like some other great writers that could be named—but actually read. Every boy, we suppose, knows Gulliver, and some few, at least, continue to read his 'Travels' after they are grown up. The 'Tale of a Tub' is almost as much talked about by men, even if it is not, perhaps, quite so often read. It is one of those books to which an allusion is by courtesy supposed to be acceptable and intelligible in every company. What is more, the character of Swift as a man, and the problems his history presents, possess an abiding literary interest. Whether Swift was really married to Stella or not is almost as fascinating an inquiry as the authorship of Junius or the identity of the Man in the Iron Mask, and, perhaps, quite as insoluble. Everyone who investigates it is equally angry with those who differ from his conclusions, and with those who decline to come to a conclusion at all, and this is what gives its charm to an insoluble literary problem. Thus, Swift is not merely a name, but a still-living subject of interest and controversy. A study of his writings is as essential to the political as it is to the literary history of his time, and so consummate is his literary genius that it would give a perennial charm to the subjects treated by him, even if their intrinsic interest had vanished. There is no figure in English literature at once more commanding in genius, more complex in character, and more tragic in circumstance. None but Swift could have written that well-known description of the appointment of Irish bishops, and when it is considered what he was himself—a politician at one time of unrivalled influence, a man of letters without an equal among his contemporaries, and yet a disappointed placeman who had to be content with a second-rate Irish ecclesiastical dignity—it may safely be affirmed that there are few passages in his writings more characteristic of his scorn for mankind and his contempt for himself. 'No blame' he said, 'rested with the Court for these appointments. Excellent and moral men have been selected upon every occasion of vacancy. But it unfortunately has uniformly happened that as these worthy divines crossed Hounslow Heath, on their road to Ireland to take possession of their bishoprics, they have been regularly robbed and murdered by the highwaymen frequenting that common, who seize upon their robes and patents, come over to Ireland, and are consecrated bishops in their stead.'

The present issue is a reprint of Scott's second edition. In printing, paper and binding, it leaves little to be desired. It is not so cumbersome and unwieldy as many of the so-called *éditions de luxe*, in which the luxury of reading in comfort seems to be the very last consideration of the publisher, and yet the volumes are stately and handsome. For our own part we prefer a still smaller size of volume for books which are not so likely to be read continuously as to be dipped into or taken up at random as the companions of leisure and solitude. But the size, no doubt, is determined by the necessities of the reprint, and, at any rate, the work constitutes what booksellers call 'a good library edition.' If any complete edition of Swift's was to be reprinted, there is no doubt, of course, that it ought to be Scott's. That edition practically drove its predecessors out of the field and at once took its place as the standard library edition.—*The Times.*

January, 1884.

MESSRS. BICKERS AND SON'S NEW PUBLICATIONS.—Continued.

A New Volume in 7s. 6d. Illustrated Gift Book Series.

HEROES OF ENGLAND. Stories of the Lives of English Warriors by Land and Sea. By J. G. EDGAR, Author of "Boyhood of Great Men," &c., &c., to which is added an Account of the Career of Admiral Collingwood. With 12 Illustrations in Permanent Photography. Cloth elegant, gilt edges, 7s. 6d.

"The heroes begin with the Black Prince and end with Sir Henry Havelock, and the volume being issued by Messrs. Bickers, we need hardly say that the getting up leaves very little to desire. There are 12 excellent illustrations in permanent photography, and the portraits of Lord Clive and of Admiral Collingwood are so strikingly lifelike as to be of real value."—*The Times*.

"Among the lives selected as those of the heroes of England are the Black Prince, Henry V., Drake, Raleigh, Sir Philip Sidney, Blake, Marlborough, Clive, Wolfe, Wellington, Raglan, and Sir Henry Havelock. The biographies are carefully done, and written with spirit. The illustrations are excellent, and the mounting of the book handsome and appropriate."—*Standard*.

"Were it for no other reason, Mr. J. G. Edgar's 'The Heroes of England' would be notable among gift-books on account of its illustrations—permanent photographs chiefly from well-known pictures. But this is not by any means the chief attraction of the work, for the stories of such national heroes as the Black Prince, Henry V., Raleigh, Marlborough, Nelson, Collingwood, and Wellington, are told with a fidelity and descriptive power well suited to the task undertaken by the author. Among the photographs, 'The Death of Nelson,' 'Lord Clive,' and 'The Death of Wolfe,' are excellent reproductions of the original pictures. 'Sidney at Zutphen,' 'Abercromby in Egypt,' and 'Raglan in the Crimea,' are shown in various other illustrations."—*Morning Post*.

"This is among the very few handsomely mounted works which have been produced on the present occasion as Christmas gift books. We can only attribute the notable falling off in this department of the book market to a change of taste on the part of the public. People used to consider high-class works the best presents for their friends, but they now appear to chiefly invest in crockery and gimcrackery. However, there must be some still left who adhere to the old and better fashion, and to these we commend Mr. Edgar's beautiful volume. The letter-press is made up of well-told stories, taken from authentic sources, about England's chief naval and military heroes, together with a long account of the splendid achievements of Lord Collingwood. Young and old alike will find these stirring tales most pleasant reading, and to boys especially the volume is sure to commend itself by reason of its essentially 'fighting' character. But if the letter-press is good, the illustrations are even better, each being an admirable photograph of some picture or engraving representing an incident in English history. It is very seldom that books are published nowadays with such high-class illustrations as these."—*Globe*.

"A very commendable book, containing pleasantly written stories of the lives of England's warriors on land and sea, with twelve choice illustrations in permanent photography. The one that forms the frontispiece is a capital reproduction of the well-known picture of the Death of Nelson. The book, which was first issued some few years ago, deals with the exploits of our countrymen at St. Vincent, the Nile, and Trafalgar; at Cressy and Agincourt, Blenheim and Waterloo; and the historical information which it supplies will not be lost upon those who read it, being given in an interesting and readable form. To the present edition is added an account of the life of Admiral Lord Collingwood."—*Fall Mall Gazette*.

January, 1884.

MESSRS. BICKERS AND SON'S NEW PUBLICATIONS.—Continued.

"Author's Edition."

BJÖRNSON'S NORSE TALES. Translated by
R. B. ANDERSON. In seven tasteful Volumes, the first of which
has a Biographical Sketch and Portrait of the Author. 16mo,
cloth gilt, 2s. 6d. each.

- | | |
|------------------------|--|
| 1. SYNNÖVE SOLBAKKEN. | 5. THE BRIDAL MARCH, and other
Stories. |
| 2. ARNE. | 6. CAPTAIN MANSANA, and other
Stories. |
| 3. A HAPPY FISHER BOY. | 7. MAGNHILD. |
| 4. THE FISHER MAIDEN. | |

* * *The Set in neat cloth case, price 21s.*

"Scandinavian fiction is far too little known in England; and an interesting series of volumes, which is strongly to be recommended, is the English translation of Björnson's Norwegian Novels, by Rasmus B. Anderson, the author of 'Norse Mythology,' &c., and issued by Messrs. Bickers and Son. Some time ago, we had an opportunity of reviewing in *The Times* 'Synnöve Solbakken,' and so highly is the writer esteemed by his countrymen that, in the August of last year, there was a solemn celebration of the twenty-fifth anniversary of the publication of that novel. The present translation is complete, so far as his novels and novelettes are concerned. Of course, we can give no space in these articles to anything like a detailed criticism of his genius. We can only say that his extreme popularity at home, and the appreciation with which his writings have been welcomed in Germany, should be sufficient to recommend them to the attention of English people, while these writings have a fresh originality of their own from the vivid realism with which they reflect the savage or characteristic surroundings of the author."—*The Times*.

"The literature of Norway, which has sprung into such vigorous existence since the impetus given to the national spirit by the separation of that country from Denmark—just seventy years ago—is by many tokens likely to receive more attention from English readers than it has hitherto secured, and the interesting Constitutional crisis in that country will probably contribute still further to awaken sympathy in what concerns the life of that people. It is therefore gratifying to note that we have at last a complete, an authoritative, and a thoroughly well-executed translation (Bickers and Son) of the novels and novelettes of that distinguished novelist, poet, dramatist, and politician, Björnson. The translations, which have been made by special arrangement with the author, are the work of Mr. Rasmus B. Anderson. They are complete, ending with the author's latest work, the remarkable story, entitled 'Magnhild,' the scene of which is laid on the west coast of Norway. This novel is regarded by Björnson's admirers as marking a new departure and constituting a new epoch in the writer's literary career. It will remind some readers of the writer's countryman Ibsen, in the boldness and subtlety of its plea for the spiritual independence of women in the marriage state; but it resembles the author's other fictions at least in its incisive style, its freedom from digressions, and its dramatic method. Altogether the edition is completed in seven moderate-sized octavo volumes, prettily bound and comprising a brief memoir and portrait of the author."—*Daily News*.

"English readers are under a debt of gratitude to Professor Anderson for this translation of the works of the greatest of contemporary Norsemen. These seven volumes are neatly and uniformly bound, and clearly printed on good paper; the translation is revised by Mr. Björnson, so that the public will be able to form some estimate of one of the most remarkable and versatile geniuses of our time. The paucity of good translations of foreign authors, especially of foreign novels, is one of the reproaches of English literature. If, at the present moment, any one wishes to procure English translations of the works of Turgenieff or Auerbach, it is necessary to send to America."—*Pall Mall Gazette*.

"Messrs. Bickers and Son have given a very rich and valuable contribution to the literature of the season, in the production of several volumes of stories by Björnstjerne Björnson; the translation has been entrusted by the author to Professor Rasmus B. Anderson, who has a claim in loving respect, as also as an accomplished scholar, to be the exponent of Björnson to the English Public."—*Court Journal*.

1, LEICESTER SQUARE, W.C.

January, 1884.

MESSRS. BICKERS & SON'S PUBLICATIONS.

English Gentleman's Library.

Demy 8vo, cloth extra (uniform binding), illustrated :—

GEORGE SELWYN AND HIS CONTEMPORARIES.

With Memoirs and Notes by John Heneage Jesse. With Portraits finely engraved on steel. 4 volumes, demy 8vo, cloth extra, price £2 2s.

BOSWELL'S LIFE OF SAMUEL JOHNSON.

With the Tours to Wales and the Hebrides. A reprint of the first quarto edition, the text carefully collated and restored; all variations marked, and new notes, embodying the latest information. The whole edited by Percy Fitzgerald, M.A., F.S.A. 3 vols. demy 8vo, cloth, 27s.

D'ARBLAY'S (MADAME) DIARY AND LETTERS.

Edited by her Niece, Charlotte Barret. A New Edition, illustrated by numerous fine Portraits engraved on steel. 4 vols. 8vo, cloth extra, 36s.

GOLDSMITH'S (OLIVER) LIFE AND TIMES.

By John Forster. The Illustrated Library Edition. 2 vols. demy 8vo, cloth, 15s.; reduced to 10s. 6d. net.

GRAMMONT (COUNT), MEMOIRS OF.

By Anthony Hamilton. A New Edition, with a Biographical Sketch of Count Hamilton, numerous Historical and Illustrative Notes by Sir Walter Scott, and 64 Copperplate Portraits by Edward Scriven. 8vo, cloth extra, 12s.

MAXWELL'S LIFE OF THE DUKE OF WELLINGTON.

3 vols. 8vo, with numerous highly finished Line and Wood Engravings by Eminent Artists. Cloth extra, 22s. 6d.; reduced to 15s. net.

MONTAGU'S (LADY MARY WORTLEY) LETTERS

AND WORKS. Edited by Lord Wharnccliffe. With important Additions and Corrections, derived from the Original Manuscripts, and a New Memoir. 2 vols. 8vo, with fine Steel Portraits, cloth extra, 18s.; reduced to 12s. net.

ROSCOE'S LIFE OF LORENZO DE MEDICI, called

"THE MAGNIFICENT." A new and much improved Edition. Edited by his Son, Thomas Roscoe. Demy 8vo, with Portraits and numerous Plates, cloth extra, 7s. 6d.

ROSCOE'S LIFE AND PONTIFICATE OF LEO THE

TENTH. Edited by his Son, Thomas Roscoe. 2 vols. 8vo, with numerous Plates, cloth extra, 15s. reduced to 10s. 6d. net.

SAINT-SIMON (MEMOIRS OF THE DUKE OF), during

the Reign of Louis the Fourteenth and the Regency. Translated from the French and edited by Bayle St. John. A New Edition. 3 vols. 8vo, cloth extra, 27s.

WALPOLE'S (HORACE) ANECDOTES OF PAINTING

IN ENGLAND. With some Account of the principal English Artists, and incidental Notices of Sculptors, Carvers, Enamellers, Architects, Medallists, Engravers, &c. With Additions by Rev. James Dallaway. Edited with Additional Notes by Ralph N. Wornum. 3 vols. 8vo, with upwards of 150 Portraits and Plates, cloth extra, 27s.; reduced to 18s. net.

WALPOLE'S (HORACE) ENTIRE CORRESPONDENCE,

chronologically arranged, with the Prefaces and Notes of Croker, Lord Dover, and others; the Notes of all previous Editors, and Additional Notes by Peter Cunningham. 9 vols. 8vo, with numerous fine Portraits engraved on steel, cloth extra, £4 1s.

* * * The above offered in complete sets, 37 vols. uniformly bound.

		£	s.	d.
Cloth		net	13	15
Half Calf			18	5
Calf extra			21	15
Tree marble calf			23	0

1, LEICESTER SQUARE, W.C.
January, 1884.

MESSRS. BICKERS & SON'S PUBLICATIONS.

Illustrated Series of 7s. 6d. Gift Books.

"When we say they are issued by Messrs. BICKERS, of Leicester Square, we have vouched for the taste and finish of the workmanship. We may add that these volumes are wonderfully cheap, since they belong to what Messrs. BICKERS term their Seven-and-Sixpenny Gift-Book Series."—*Times*.

Demy 8vo, cloth elegant, gilt edges, 7s. 6d. ; calf extra, 12s. 6d. each.

HEROES OF ENGLAND. Stories of the Lives of England's Warriors by Land and Sea. By J. G. Edgar, Author of "Boyhood of Great Men," &c. &c., to which is added an Account of the Career of Admiral Collingwood. With 12 Illustrations in Permanent Photography.

NAPOLEON BUONAPARTE, LIFE OF. By J. G. Lockhart. With 9 Photographs and numerous Woodcuts.

WELLINGTON, LIFE OF. By W. H. Maxwell. With 12 Photographs, numerous Woodcuts, and Plan of the Battle of Waterloo.

ROBINSON CRUSOE. By Daniel Defoe. With a Memoir of the Author, and 12 Illustrations by T. Stothard, R.A., Reproduced in Permanent Photography.

THE PILGRIM'S PROGRESS. By John Bunyan. With 12 Illustrations by Thomas Stothard, R.A., reproduced in Permanent Photography.

ROYAL CHARACTERS FROM THE WORKS OF SIR WALTER SCOTT, HISTORICAL AND ROMANTIC. With 12 Illustrations in Permanent Photography.

THE VICAR OF WAKEFIELD. By Oliver Goldsmith. With Permanent Photographs from Paintings by Mulready, Maclise, and others.

THE GIRLHOOD OF SHAKESPEARE'S HEROINES. A Series of fifteen tales by Mary Cowden Clarke. With 9 Photographs from paintings by T. F. Dicksee and W. S. Herrick.

COOK'S VOYAGES ROUND THE WORLD. With an Account of his Life by A. Kippis, D.D. Illustrated with 12 Photographs reproduced in exact Facsimile from Drawings made during the Voyages.

DODD'S BEAUTIES OF SHAKESPEARE. By the Rev. William Dodd, LL.D. Elegantly printed on fine paper. Illustrated with 12 Photographs.

GOLDSMITH (OLIVER), THE LIFE AND TIMES OF. By John Forster. Fifth Edition, with 40 Woodcuts.

LAMB'S TALES FROM SHAKESPEARE. By Charles and Mary Lamb. With 12 Photographs.

NELSON, THE LIFE OF. By Robert Southey. With Photographs, Facsimiles of Nelson's Handwriting and Plan of Battle of the Nile.

OUR SUMMER MIGRANTS. An Account of the Migratory Birds which pass the Summer in the British Islands. By J. E. Harting, F.L.S., F.Z.S. With 30 Illustrations on Wood, from Designs by Thomas Bewick.

1, LEICESTER SQUARE, W.C.

January, 1884.

MESSRS. BICKERS & SON'S PUBLICATIONS.

Treatises for Self-Instruction.

NEW EDITION.

LATIN WITHOUT A MASTER. A Course of Lessons in the Latin Language: Containing Exercises in Reading and Speaking Latin. Price 1s. 6d.

SIXTY-FIFTH THOUSAND.

FRENCH WITHOUT A MASTER. A Course of Lessons in the French Language: Containing a Practical Introduction to French Conversation; and a Complete Treatise on the Pronunciation. Price 1s. 6d.

FIFTH EDITION.

ITALIAN WITHOUT A MASTER. A Course of Lessons in the Italian Language: Containing a Concise Introduction to Reading, Writing, and Speaking Italian. Price 1s. 6d.

FIFTH EDITION.

SPANISH WITHOUT A MASTER. A Course of Lessons in the Spanish Language: Containing a General View of the Construction of the Language; together with a Practical Exposition of the Pronunciation. Price 1s. 6d.

SEVENTH EDITION.

GERMAN WITHOUT A MASTER. A Course of Lessons in the German Language.

FIRST SERIES:

Containing Introductory Exercises in Reading, Writing, and Speaking German, as well as a simplified Method of Declining the Nouns, never before published; together with full Instructions for the Guidance of the Learner in Pronouncing the Language. Price 1s. 6d.

SECOND SERIES:

Containing Advanced Exercises in Reading, Writing, and Speaking German, together with Rules for Conjugating the Verbs, and Directions for making use of the German Written Character. Price 1s. 6d.

THIRD SERIES:

Containing Concluding Exercises in Reading, Writing, and Speaking German; and Directions for the Learner in continuing the Study of the Language. Price 1s. 6d.

* * These Treatises, as their titles import, are designed chiefly for Persons who either have not the opportunity or the wish to avail themselves of the services of a Teacher: they will nevertheless be found exceedingly useful to those disposed to study Languages in the usual way,—by pointing out to the intelligent Student in what the language consists, and by giving a general notion of its construction, and the leading principles of its pronunciation; these Treatises may render a vast deal of preliminary explanation unnecessary, and so save time and spare much annoyance to both Pupil and Teacher.

BOOK-KEEPING WITHOUT A MASTER. A Course of Lessons in Book-keeping: with Exercises for the Learner's Practice in Keeping and Balancing Books by Single and Double Entry. Price 1s. 6d.

"A series of intelligibly constructed Manuals for self-instruction."—*Daily News*.

"These works are very useful to beginners and perfectly orthodox."—*Morning Advertiser*.

"The Publications by the Author of 'French without a Master' are deservedly popular through half the States of the Union."—*New York Aurora*.

aob km







**This book is under no circumstances to be
taken from the Building**

[illegible]

FORM 410